

THE Commercial & Financial Chronicle

AND

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, March 23, have been \$947,367,374, against \$934,698,475 last week and \$767,819,733 the corresponding week of last year. Last year's figures for a number of cities cover only five days, on account of observance of Good Friday.

CLEARINGS. Returns by Telegraph	Week Ending March 23.		
	1895.	1894.	Per Cent.
New York.....	\$442,545,593	\$373,881,351	+18.4
Boston.....	66,882,603	61,117,861	+9.4
Philadelphia.....	51,424,733	36,652,921	+40.3
Baltimore.....	9,931,982	7,745,570	+29.0
Chicago.....	68,415,164	61,519,284	+11.2
St. Louis.....	19,858,620	16,194,980	+22.6
New Orleans.....	8,466,954	5,476,446	+54.6
Seven cities, 5 days.....	\$667,585,639	\$562,588,473	+18.6
Other cities, 5 days.....	122,762,984	105,008,972	+16.9
Total all cities, 5 days.....	\$790,348,623	\$667,597,445	+18.4
All cities, 1 day.....	157,018,731	100,222,288	+56.7
Total all cities for week.....	\$947,367,354	\$767,819,733	+23.4

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night.

Our usual detailed figures for the previous week, covering the returns for the period ending with Saturday noon, March 16, are given below, and we also present the results for the corresponding week in 1894, 1893 and 1892. In comparison with the preceding week there is a decrease in the aggregate exchanges of about one and a-half millions of dollars, but this is wholly due to the loss outside of New York. Contrasted with the week of 1894 the total for the whole country shows an excess of 8.8 per cent. Compared with the week of 1893 the current returns record a falling off of 27.1 per cent and the loss from 1892 is 20.6 per cent. Outside of New York the excess over 1894 is 7.1 per cent, the

loss from 1893 reaches 15.1 per cent and from 1892 is 9.6 p. c.

Clearings at—	Week ending March 16.				
	1895.	1894.	1895.	1893.	1892.
	\$	\$	P. Cent.	\$	\$
New York.....	514,806,154	469,245,578	+10.2	790,750,454	712,032,287
Philadelphia.....	58,179,125	55,923,858	+3.9	67,92,137	72,63,769
Pittsburg.....	11,445,979	10,974,774	+4.3	12,35,179	14,46,794
Baltimore.....	11,636,615	12,392,823	-5.4	14,28,374	15,08,267
Buffalo.....	3,829,115	3,867,243	-1.0	4,36,145	3,517,197
Washington.....	1,75,369	1,510,730	+16.1	2,37,185	1,916,020
Rochester.....	1,405,340	1,477,071	-4.7	1,370,570	1,422,954
Syracuse.....	844,577	762,835	+10.7	1,044,521	1,029,931
Wilmington.....	65,000	7,227	+16.8	1,63,856	86,839
Seranton.....	682,479	518,718	+12.9		
Binghamton.....	324,400	3,550	+7.5	252,300	247,890
Total Middle.....	607,360,154	557,218,328	+9.0	800,462,821	825,208,144
Boston.....	84,019,188	77,787,677	+8.0	95,287,247	89,290,976
Providence.....	4,930,000	4,107,690	+18.3	6,409,709	4,983,900
Hartford.....	2,037,124	1,89,507	+9.5	2,149,819	1,815,792
New Haven.....	1,195,578	1,262,249	-5.5	1,44,210	1,218,287
Springfield.....	1,372,549	1,093,278	+25.0	1,908,154	1,883,193
Worcester.....	1,370,158	1,066,822	+26.1	1,34,028	1,324,519
Portland.....	1,332,703	1,102,407	+11.8	1,21,013	1,070,130
Fall River.....	769,390	754,115	+2.0	738,636	
Lowell.....	571,187	479,433	+19.4	548,515	743,936
New Bedford.....	59,332	38,007	+55.5	385,954	396,648
Total New Eng.....	97,691,848	89,550,163	+9.0	110,965,636	102,506,652
Chicago.....	84,384,945	77,035,111	+9.5	100,661,211	94,579,178
Cincinnati.....	11,735,400	11,127,150	+5.4	11,061,600	13,211,150
Milwaukee.....	4,79,143	4,979,652	-4.0	5,71,740	6,081,845
Detroit.....	5,937,801	5,368,084	+10.8	7,795,786	6,370,750
Cleveland.....	4,797,369	4,011,322	+18.7	6,411,851	5,485,832
Columbus.....	5,210,300	3,563,296	+45.0	5,665,000	3,229,290
Peoria.....	2,498,561	1,408,050	+75.3	1,738,100	1,738,100
Indianapolis.....	9,30,025	1,023,997	+9.0	975,646	1,648,000
Grand Rapids.....	878,949	690,607	+25.7	9,84,37	856,992
Lexington.....	372,900	300,143	+24.3	413,227	877,693
Saginaw.....	378,707	275,742	+37.4	416,905	305,419
Bay City.....	253,308	228,075	+10.8	290,639	
Akron.....	246,354	174,632	+40.5	267,918	251,000
Springfield, Ohio.....	166,451	145,171	+15.0	210,448	
Antoni.....	169,294	134,478	+25.0	165,000	
Rockford.....	302,409	253,334	+19.3		
Kalamazoo.....	297,497	2,500	+12.3		
Total Mid. West.....	121,160,110	111,343,219	+8.8	146,787,596	134,108,677
San Francisco.....	14,392,444	12,731,910	+12.7	14,714,149	15,598,770
Portland.....	4,01,941	444,332	+23.0	1,79,340	1,79,814
Salt Lake City.....	1,175,000	1,120,766	+4.0	1,306,570	1,646,711
Seattle.....	400,553	570,216	-29.8	1,355,810	918,422
Tacoma.....	574,343	602,161	-5.0	852,828	800,900
Los Angeles.....	1,187,384	974,790	+21.0	910,115	677,496
Helena.....	47,081	602,491	-20.4	476,938	
Spokane.....	275,039	28,533	+8.8	844,746	
Sioux Falls.....	85,880	162,292	-47.0	328,506	153,000
Fargo.....	159,117	183,593	-14.5		
Total Pacific.....	19,718,243	17,960,412	+9.8	22,960,084	21,508,122
Kansas City.....	9,332,675	9,160,670	+1.9	10,104,631	8,988,834
Minneapolis.....	6,198,328	6,198,116	+0.0	8,911,271	7,116,075
Omaha.....	3,114,858	4,433,173	-30.1	4,459,958	4,747,792
St. Paul.....	3,369,812	3,414,475	-1.3	4,894,335	4,728,571
Denver.....	2,717,790	2,813,732	-3.4	6,175,596	4,740,516
Duluth.....	1,600,000	1,742,667	-9.2	2,416,88	1,700,000
Sioux City.....	1,435,269	1,408,082	+1.9	1,690,260	1,741,051
Des Moines.....	404,436	604,724	-34.1	1,072,196	1,872,288
Lincoln.....	921,712	960,039	-4.4	1,125,078	842,501
Wichita.....	342,708	415,000	-17.4	555,024	571,698
Topeka.....	864,487	606,416	+41.5	514,718	673,372
Freemont.....	343,895	470,161	-26.9	394,708	357,305
Hastings.....	63,606	70,957	-10.9	79,283	88,450
Total other West.....	55,161	114,000	-50.5		
St. Louis.....	30,524,752	30,880,415	-1.2	40,571,950	36,198,821
St. Louis.....	25,088,450	21,068,269	+18.5	24,568,086	21,684,641
New Orleans.....	9,330,434	8,918,401	+4.6	11,553,587	10,663,666
Louisville.....	5,360,988	6,54,017	-17.7	7,742,187	6,162,129
Galveston.....	2,450,000	2,064,575	+17.0	3,152,958	2,282,591
Houston.....	2,450,000	1,951,793	+24.2	2,778,982	1,87,955
Richmond.....	2,197,301	2,064,200	+6.3	2,62,000	2,255,144
Savannah.....	1,774,636	4,27,137	+31.1	1,804,517	1,890,627
Memphis.....	1,916,608	1,387,546	+38.1	2,314,165	3,12,286
Atlanta.....	1,475,000	1,013,660	+45.9	1,337,171	1,303,958
Nashville.....	950,909	820,612	+15.0	1,822,154	1,696,510
Dallas.....	1,325,138	1,065,882	+23.9	1,111,111	1,029,000
Waco.....	1,07,437	509,000	-78.2	92,036	492,007
Fort Worth.....	861,436	519,334	+65.4	567,380	480,255
Birmingham.....	395,519	333,616	+17.6	4,23,610	574,505
Jacksonville.....	27,418	602,235	-94.5	508,076	1,71,051
Chattanooga.....	234,121	200,350	+16.9	382,539	409,106
Little Rock.....	334,411				
Total Southern.....	57,948,395	51,893,848	+11.7	61,271,645	57,401,415
Total all.....	931,808,475	852,218,415	+8.5	1,282,024,441	1,176,821,831
Outside N. York.....	415,702,221	289,942,802	+43.4	491,274,187	461,359,508
Montreal.....	9,098,413	10,615,941	-14.7	11,888,608	9,692,282
Port-au-Prince.....	51,046	4,904,188	-97.4	6,996,541	5,601,149
Haiti.....	917,400	1,111,484	-17.4	955,362	931,418
Guatemala.....	955,579	70,653	+9.5		
Hamilton.....	638,321	578,000	+10.3	651,843	618,035
Total Canada.....	17,110,050	18,069,705	-5.5	20,164,344	16,784,954

* Not included in totals.

THE FINANCIAL SITUATION.

The movement towards normal conditions of business has made further progress this week. Even the Stock Exchange has begun to reflect the better aspect of affairs; not only have transactions largely increased in volume but securities of all kinds have likewise made material advances. This fresh start receives its chief significance from the circumstance that it is no local matter but of wide extent, springing from a general cause which has made those who were short of stocks in Europe and America anxious to cover, and to a considerable extent brought investors into the market, too. It is a movement that had its initiative in President Cleveland's latest bond sale, a fact that Southern Congressmen who so foolishly criticised that act and Southern people who are in the higher prices for cotton reaping one of the conspicuous benefits of the renewed confidence it imparted, would do well to consider. The change in tone and conditions has been developing ever since that arrangement was made. Indeed, each week that has passed without a return of the gold outflow has brought with it substantial evidence of the new revival of business now under way.

One has to go no further than our table of clearings to discover that the improvement is becoming, and, indeed, has already become, general and decided. Clearings to be properly interpreted at a time like the present must be read in connection with a table of values. Prices, we might almost say of all our products, whether of the farm, the loom or of the furnace, are at their lowest. Cotton will illustrate the situation. Middling cotton in New York averaged in January 1895 only 5 70-100 cents and in February only 5 61-100 cents per pound. In 1894 the average in January was 8 9 100 cents and in February 7 90-100 cents. In 1893 the average in January was 9 65-100 cents and in February 9 25-100 cents. Taking February for comparison here is a loss since February 1894 of over 2½ cents per pound, or say more than 28 per cent, and compared with February 1893 of over 3½ cents per pound or say 39 per cent. Calling the average bale 500 lbs. the loss would be \$11 45 per bale compared with 1894 and \$18 20 compared with 1893. Of course not every product has had so marked a fall as cotton, but many articles have, and all of our products are materially lower.

It is only by applying this change in the prices of products to the clearings of former years, and thereby reducing values to a common level, that we can obtain a basis on which the bulk of transactions at any two periods can be compared. Thus last week's total clearings were \$934,698,475, against \$859,218,415 in 1894 and \$1,282,024,641 in 1893; the current week's total is \$947,367,354, against \$767,819,733 in 1894 and \$1,092,486,252 in 1893. Were we to deduct no more than 15 per cent from the figures of last year and the years before that, the mass of business now in progress, which even as the values stand contrasts not unfavorably with past years, would make a surprisingly good comparison, indicating that transactions are already on a large scale, and increasing. And this likewise is the report that comes from almost every department of trade. For look whichever way one will business is improving.

Returns of railway earnings are beginning to reflect the growing improvement in trade. We review in another article the statement for the month of January, and find that there is an increase in both gross and net

—for the first time in nineteen months with the single exception of last August. It would be too much to expect a similarly favorable result for the month of February, since the weather conditions were so severe in that month. But steady progress is being made towards larger totals now that the weather conditions are getting better. For the first week of March our returns show only a trifling increase over the same week last year—\$21,510, or 0·33 per cent. For the second week, however, the showing, according to present indications, will be better and the increase larger. Up to last night we had returns from 69 roads. These show a gain of \$99,365, or 1·59 per cent. And this is in face of some considerable decreases by the large grain-carrying roads—as for instance the St. Paul, which has lost \$44,400, and the Canadian Pacific, which has lost \$48,000; so that altogether the showing is quite good.

The rates for money have shown a slightly advancing tendency. We hear much less said about a corner in money, that idea having done all the service it could; whatever influence the syndicate has had on the market is now generally acknowledged to have been due to the extent of the transaction and the reduced state of the bank reserves. Indeed, there has been no marked rise in rates. A rate of 1 to 1½ per cent belonged to a period of absolute stagnation in business enterprise and of large accumulations of currency at this centre appearing in our bank reserves but finding no employment. That peculiarity of being unlendable even at such low rates has passed with the change in the conditions of business and with the reduction in the cash in bank. Now the range for call money is 2 to 3 per cent and it is possible to lend money freely at 2½ per cent, with the tendency of the market towards higher rates. At the same time there is no apprehension of stringency or of any approach to figures which will be embarrassing to any interest. We anticipate, though, a further decline in reserve by the return of the Clearing House institutions to be made public to-day.

It is too early as yet to say whether the meeting of the presidents of the anthracite coal roads on Thursday of this week is going to be productive of good results. The natural supposition is that it will, for the situation is urgent, and it is reasonable to think that the presidents of the companies are impressed with the fact and also realize that existing conditions can not long be allowed to continue. Of course the appointment of a committee to consider the matter is a necessary preliminary, since conflicting interests will have to be harmonized, and this can best be done through the action of a small body working quietly and skilfully. Stove coal apparently is now selling for less than \$3·00 a ton. An impression appears to prevail that the difficulty arises mainly out of the depression in business, the anthracite coal trade usually feeling such depression later than other industries. Undoubtedly if general business were in a state of activity the anthracite coal roads would to that extent be better off. That circumstance, however, by no means furnishes an explanation of present conditions. There is very little reason to feel dissatisfied with the quantity of coal going into consumption. The amount is very large. But unfortunately the producers are putting no limit on their output, mining without any regard to the requirements of the trade, and in their effort to dispose of the coal they are competing so sharply with one another that they let the coal go at almost any figure. Month after month the sales agents meet and recommend a restriction of the output so as to put the trade in better

shape and pave the way for an advance in prices. But after the meetings the companies go on mining coal just as before, perfectly forgetful of the recommendations of their representatives. Is it any wonder that under such circumstances the anthracite trade is in a state of demoralization.

The statement for the month of February has been issued this week, and serves to illustrate our remarks. On the 29th of January the sales agents, at their usual monthly meeting, fixed the output for February at 2,000,000 tons; the amount actually mined has been no less than 3,133,246 tons—1½ million tons in excess of the figure agreed upon. The intention had been to produce about one-third of a million tons less than in February, 1894; actually the product is 788,735 tons in excess of that for last year. Consumption kept pace with the increased production (aided by the severe weather), and tide-water stocks were actually reduced a little during the month, standing at 630,658 tons February 28th, against 700,176 tons January 31. But the trade was in a state of demoralization when the month began, and the large output kept it in that state even though the demand for coal was equally large. Obviously, however, had the coal companies lived up to their agreement and produced only 2,000,000 tons, instead of 3,133,246 tons, drawing down their accumulations at interior points to meet the large consumptive requirements, the trade would to-day wear a totally different aspect. As a matter of fact the consumption of coal has been large without interruption, and a comparatively small restriction at any time in recent months, it would seem, would have sufficed to improve the situation. But the companies, while recognizing the need for some curtailment, have not carried the restrictive policy into effect. For the two months January and February the production stands 1,164,249 tons larger than in the same two months last year, and is actually greater than in the corresponding period of any year in the history of the trade. And the increase is still going on. For instance, for the week ending March 9 the production was 202,569 tons larger than in 1894 and for the week ending March 16 268,062 tons larger. To show that the consumption continues entirely satisfactory we give the following table in our usual form, covering the months of January and February:

Anthracite Coal.	February.			January 1 to March 1.		
	1895.	1894.	1893.	1895.	1894.	1893.
Stock beginning...	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
of period	700,176	881,650	532,375	780,913	728,878	657,868
Production	3,133,246	2,344,511	3,084,156	6,196,781	5,032,532	6,153,736
Total supply ..	3,833,422	3,226,061	3,616,531	6,977,694	5,761,410	6,811,604
% end of period	630,658	859,506	601,854	630,658	859,509	601,854
Disposed of....	3,202,764	2,366,552	3,014,677	6,347,036	4,901,901	6,209,750

This statement is based, as always, only on the changes in the stocks at tide-water shipping points. But note the results. For February the companies were able to dispose of 3,202,764 tons in 1895, against only 2,366,552 tons in 1894 (when both the business conditions and the weather conditions were unfavorable to the anthracite trade, the weather having been mild then) and 3,014,677 tons in 1893. For the two months the showing is much the same, 6,347,036 tons having been disposed of in 1895, against 4,901,901 tons in 1894 and 6,209,750 tons in 1893. Thus in both cases the amount is larger than it was two years ago, when the weather was exceptionally severe and when our industries were still in a state of great activity, the panic not yet having intervened. Does it not seem that with consumption so large it ought to be

possible to find some way of checking the existing demoralization.

As already said the extremes for call money at the Stock Exchange have been 2 to 3 per cent. There have been transactions at 1½ per cent, but they were loans made only after the inquiry for the day had been satisfied; a good deal of business has been done at 2½ per cent, and in exceptional cases 3 per cent has been obtained, but the average has been not much above 2½ per cent. Some of the down-town banks maintain 3 per cent while others as well as the trust companies loan at 2½ per cent as the minimum. Time contracts are difficult to place on Stock Exchange collateral. There is no inquiry for thirty days and very little for sixty days, for the reason that borrowers feel confident of being able to supply their needs in the call loan branch of the market. Some little business has been done at 4 per cent for ninety days and 4½ for six months. Quotations, which are regarded as somewhat nominal, are 3@3½ per cent for sixty to ninety days, 4@4½ per cent for four to five months and 4½@5 per cent for six to seven months. Banks are not offering money freely on time and the supply comes from institutions other than banks. For commercial paper the demand is light. The comparatively low bank reserve and the fact that many of the institutions are slightly below the limit of 25 per cent to liabilities tend to keep them out of the market, and the demand from this source, even for prime, is small; brokers report, however, a fair business in the city, though very little is done for interior buyers. On the other hand the offerings are by no means liberal though good, and chiefly confined to commission houses. The rates are 4 per cent for sixty to ninety day endorsed bills receivable; 4½@5½ per cent for four months' commission house and prime four months' single names; 5@5½ per cent for prime six months' and 6@7 per cent for good four to six months' single names.

The rise in silver has been an important feature in London this week and the metal sold at 28 15 16 pence per ounce on Wednesday. Bullion dealers here regard the movement as purely speculative, aided to some extent by the agitation abroad for a freer use of silver as currency and by expectations that on the ending of the war in China there will be a better demand for the metal. The Bank of England minimum rate of discount remains unchanged at 2 per cent. The cable reports discounts of sixty to ninety day bank bills in London 1¼@1½ per cent. At Paris the open market rate is 1½ per cent and at Berlin and Frankfurt it is 1½@2 per cent, influenced by the quarterly settlements. According to our special cable from London the Bank of England gained £395,070 bullion during the week and held at the close of the week £37,362,852. Our correspondent further advises us that the gain was due to receipts of £188,000 from the interior of Great Britain and to an import of £207,000, of which £109,000 was bought in the open market, £50,000 imported from Egypt, £25,000 from Australia and £23,000 from Portugal.

The foreign exchange market has this week been influenced to some extent by the firmness in the rates for money on call and the ability freely to loan it at least at 2½ per cent, with occasional opportunities to employ it at fractionally better figures. This has induced some drawing of bills almost with the sole object of loaning the proceeds. At the same time the higher rate for money has served to hold in check remittances which were not urgent. The market has also been influenced

by the operations of the arbitrage houses, who have re-bought stocks previously sold and have thus changed their position in the stock market and so far reduced the balance due abroad on their operations as to make remittance unnecessary; and this has lessened the demand for bills. Another factor has been purchases of railroad mortgages for European account, and it is reported that comparatively large amounts of Western New York & Pennsylvania seconds and generals and Missouri Kansas & Texas issues will be sent to the Continent by the steamer sailing to-day. Still another factor has been buying of cotton and wheat for export, which purchases are said to have been quite large within the past few days. The most important feature however is the fact that not only has selling of securities for European account ceased, but confidence in our financial situation has been materially increased by the successful operations of the Belmont-Morgan syndicate, so that now there is a better inquiry for American securities. As will be seen by the table below there has been no change in the posted rates, these remaining uniformly at 4 88½ for sixty day and 4 90 for sight. The tone of the market has been generally easy. On Monday there was no change in rates for actual business in sterling; the transactions were small and the tone steady. There was no new feature on the following day. On Wednesday the market was easier, though not quotably lower, and business continued light. On Thursday there was a little better demand for remittance by to-day's steamer and the tone was a shade firmer, so continuing to the close. Yesterday the market was firm, with no important features. The following table shows the daily posted rates of exchange by leading drawers.

	Fri. Mar. 15.	Mon. Mar. 18.	Tues. Mar. 19.	Wed. Mar. 20.	Thurs. Mar. 21.	Fri. Mar. 22.
Brown Bros. { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Baring. { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Bank British { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Bank of Montreal. { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Canadian Bank { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Heidelberg, Ick. { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Lazard Freres. { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90
Merchants' Bk. { 60 days... 88½ { Sight... 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90	88½ 90

The market closed firm on Friday at 4 88½ for sixty day and 4 90 for sight. Rates for actual business in sterling were 4 87½@4 88½ for long, 4 89@4 89½ for short and 4 89½@4 89½ for cable transfers. Prime commercial bills were 4 87½@4 87½ and documentary 4 87@4 87½. The Lucania, which arrived on Sunday, brought £262,000 in gold bars consigned to Messrs. August Belmont & Co., and the Gascogne brought \$800,000 in Spanish gold in transit for Cuba.

As stated above, we give to-day our compilation of railway net earnings for January, and it will be found on another page. A few early returns have come in for the month of February. The Baltimore & Ohio has lost in both gross and net on the lines east of the Ohio River, but has gains on the lines west of the Ohio, so that for the combined system there is an increase of \$35,683 in gross and an increase of \$5,613 in net. The Nashville Chattanooga & St. Louis has lost \$16,679 in gross and \$903 in net, and the West Virginia Central & Pittsburgh has \$2,396 decrease in gross and \$1,261 decrease in net. The Jacksonville Tampa & Key West, on account of the failure of the orange crop, has gross of only \$46,739, against \$102,175, and net of \$5,762,

against \$51,760. The Pittsburg Cincinnati Chicago & St. Louis, one of the lines in the Pennsylvania Railroad system, has \$71,465 increase in gross and \$45,316 increase in net, and the Pittsburg Youngstown & Ash-tabula, another one of the Pennsylvania Railroad lines, has \$26,744 increase in gross and \$16,232 increase in net. The Pittsburg & Western reports \$32,391 increase in gross and 15,862 increase in net, and the San Francisco & North Pacific \$2,461 increase in gross and \$3,777 increase in net. The Summit Branch, on its anthracite mining operations, reports an increase of \$28,214 in gross and an increase of \$31,252 in net, and the Lykens Valley, also on its mining operations, an increase of \$24,836 in gross and an increase of \$27,242 in net. Below will be found a comparison for four years of a number of roads which have furnished their returns this week for either January or February.

Name of Road—	January Earnings.			
	1895.	1894.	1893.	1892.
Burl. Ced. Rap. & North. Gross	272,711	32,161	321,646	331,811
Net	82,108	84,742	79,650	102,508
Lake Erie & Western. Gross	269,280	234,668	271,668	285,279
Net	116,843	90,708	103,323	117,425
Louis. N. Alb. & Chic. Gross	218,499	174,976	204,663	202,888
Net	31,004	14,368	16,332	32,284
St. Louis Alt. & Ter. H. Gross	108,611	117,293	138,179	118,631
Net	48,932	62,525	57,094	60,216
St. Paul & Duluth. Gross	82,708	90,159	131,493	121,402
Net	5,842	14,753	42,332	40,231

Name of Road.	February Earnings.			
	1895.	1894.	1893.	1892.
Baltimore & Ohio. Gross	433,590	1,397,907	1,846,668	1,934,679
Net	252,702	247,179	398,137	428,133
Jack. Tampa & Key West. Gross	48,739	102,175	100,029	.....
Net	5,762	51,700	57,787	.....
Nash. Chat. & St. Louis. Gross	340,832	357,511	402,861	434,707
Net	135,391	190,294	165,860	157,919
Pitts. Cin. Chic. & St. L. Gross Inc. 71,465 Dec. 135,233	Dec. 135,233	Dec. 130,765	Inc. 227,431	Inc. 227,431
Net Inc. 45,316 Inc. 65,243	Dec. 222,983	Inc. 65,243	Inc. 65,243	Inc. 65,243
Pittsburg & Western. Gross	160,849	128,458	162,162	190,000
Net	46,114	30,252	13,860	.....
Pitts. Youngs. & Ash. Gross	81,340	54,596	73,805	92,252
Net	28,671	14,439	17,276	33,811
San. Fran. & No. Pac. Gross	47,517	45,066	50,608	48,979
Net	7,803	3,526	4,738	2,044
West Va. Cent. & Pitts. Gross	67,859	70,255	80,833	81,317
Net	23,143	24,404	22,339	31,960

The following statement gives the week's movements of money to and from the interior by the New York banks.

Week Ending March 22, 1895.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$2,718,000	\$1,907,000	Gain. \$809,000
Gold.....	300,000	200,000	Gain. 100,000
Total gold and legal tenders.....	\$3,018,000	\$2,107,000	Gain. \$909,000

With the Sub-Treasury operations the result is as follows:

Week Ending March 22, 1895.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' interior movement, as above	\$3,018,000	\$2,107,000	Gain. \$909,000
Sub-Treasury operations.....	26,700,000	29,700,000	Loss. 3,000,000
Total gold and legal tenders.....	\$29,718,000	\$31,807,000	Loss. 2,091,000

The following table indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

Bank of	March 21, 1895.			March 22, 1894.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England.....	37,362,852	.....	37,362,852	30,631,718	.....	30,631,718
France.....	85,824,824	49,713,402	135,538,226	69,078,000	50,754,000	119,832,000
Germany*.....	38,736,150	15,821,220	54,558,000	32,187,857	13,147,150	45,335,000
Aust.-Hung'y.....	17,103,000	13,732,000	30,925,000	10,292,000	16,247,000	26,539,000
Spain.....	8,004,000	12,150,000	20,154,000	7,918,000	7,904,000	15,822,000
Netherlands.....	4,430,000	7,000,000	11,430,000	4,329,000	7,005,000	11,334,000
Nat. Belgium*.....	3,466,000	1,733,000	5,199,000	3,154,000	1,577,000	4,731,000
Tot. this week	194,816,856	102,912,222	297,729,078	157,899,594	93,684,150	251,583,744
Tot. prev. w'k	196,593,902	97,615,814	294,209,716	159,753,953	94,063,930	253,817,883

* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly returns, merely reporting the total gold and silver, but we believe the division we make is a close approximation.

NOTE.—We receive the foregoing results weekly by cable, and while not all of the date given at the head of the column, they are the returns issued nearest to that date—that is, the latest reported figures.

RESOURCES OF THE SOUTH—THE COTTON STATES EXHIBITION.

The new importance questions relating to the South are assuming and the growing interest felt in her affairs are shown by the numerous papers that are being written describing her resources and by the great attention which the subject is receiving at the hands of the press. The "Independent" is the latest to give up a good deal of space to the subject. In its issue of March 7th it printed a symposium on the South and its resources. The contributors are nearly all men of note and prominence, including Mr. Herbert, the Secretary of the Navy; Mr. Hoke Smith, the Secretary of the Interior; Patrick Walsh, United States Senator from Georgia; Wilkinson Call and Samuel Pasco, United States Senators from Florida; Mr. John C. Latham, of Latham, Alexander & Co., of this city, and members of Congress from Alabama, Arkansas, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas and Virginia. Each of these writers takes up some particular topic or branch of the subject, or else confines himself to his own State; and the whole forms a collection of papers both entertaining and instructive.

There can be no doubt that the South possesses resources second to no other section of the country, and in some respects greatly superior to any. To say this is to say that she offers exceptional opportunities for the investment of capital, the creation of wealth and an increase of population. It is also a fact that during the last ten years, owing to the recognition of the advantages which she possesses in these various ways, there has been a considerable influx of outside capital, and wonderful growth and development of the Southern country. At present the South is suffering from the low price of cotton, but we get an idea of the progress already made when we see Southern iron-makers giving serious consideration to the proposition whether they can export iron to foreign countries in competition with the iron of Great Britain. The "Manufacturers' Record," of Baltimore, had a letter last week from Mr. J. Bowron, the Secretary and Treasurer of the Tennessee Coal & Iron Company, in which the question is discussed. Mr. Bowron speaks very guardedly, but what he says possesses all the more value on that account. He states that the subject of the exportation of iron has occupied the attention of his company for some time, and he gives his conclusions in these words:—"I have become perfectly satisfied that starting, as we do, with the price about \$2 50 per ton for gray forge or No. 3 foundry below the f. o. b. Middlesbro' price for similar grades, we certainly ought to be able to compete in neutral markets." * * "Unfortunately, American producers are handicapped by the fact that the tonnage of our exports largely exceeds the tonnage of our imports. We require double the steamer-room for shipment across of our grain, cotton, lumber, oil and provisions that is needed for the conveyance back again of tea, silks, cutlery, etc., which we import. This fact enables the English ship-owner to make the American charterer pay the cost of the round trip, and he is willing to accept a mere ballasting rate from England outwards to this country. I am afraid, from this cause, that it will be impossible for some time to sell any iron in England unless it can be shipped to Manchester in conjunction with cotton. The markets of the Mediterranean and of the Baltic are not, however, subject to the same

remarks, except to a limited extent, and I am quite hopeful that the rates which are now under the consideration of the Southern railways to Mobile, Pensacola and Savannah for foreign shipment will enable us actually to commence business with Italian, Spanish and Russian ports."

This illustrates the development only in one branch of industrial activity. What is going on in another direction is shown by the reports of the starting up even in these times of new cotton mills in various parts of the South. Such reports latterly have become quite a feature of the news given in the daily papers. For instance, on Tuesday of this week the "Evening Post" of this city had a dispatch from Greensboro, N. C., containing nearly a dozen items giving accounts of new mills projected or actually in course of construction, or of old mills making additions and enlarging their spindle-power. The transfer of New England capital and New England cotton mills to the Southern States has also recently developed new growth, showing the tendency of things. Mr. Latham in his paper refers to this feature and notes that the Massachusetts Cotton Mills of Lowell have decided to build a \$300,000 mill in the South and that the Dwight Manufacturing Company of Chicopee Falls have decided to erect a \$500,000 mill. And both this movement and the other movement may reasonably be expected to continue. We need not accept Mr. Latham's statement that "it is safe to prophesy that twenty years from now nearly all the cotton manufactured in this country will be manufactured in the South, except particularly fine lines of goods that require the most expert labor," and yet it is obvious that having the raw material and the fuel at her doors (an advantage which the New England mills removed from the sources of supply of both do not have), and possessing also cheap labor in abundance, her progress in cotton-manufacturing is certain to be rapid. Evidence of Southern growth and development is also found in the great increase in the value of property which occurred during the last Census decade. Senator Walsh refers to this fact, and points out that between 1880 and 1890, despite all disadvantages, there was an increase, according to the Census, of \$3,800,000,000 in the value of property in the South, against an increase of \$3,900,000,000 in the New England and Middle States combined, the percentage of gain in the former being 50 per cent and in the latter 22 per cent.

In such facts as these we see reflected the possibilities of the future, for as yet the vast resources of the Southern States have barely been touched. The Cotton States Exhibition will serve further to reveal these resources. This exhibition is being well and wisely planned. Mr. Hoke Smith in his paper gives an outline of it. The exhibition is to be held during the last four months of the present year, in the city of Atlanta, where "there is a complete freedom from anything to produce malaria, and the altitude, coupled with the proximity of the mountains, renders the climate in summer not greatly different from that of New Hampshire." The exhibition is to be international as well as national. Nearly all the South American republics have determined to be represented and many of them will have full exhibits. Twelve large buildings are in process of erection and the preparations involve an expenditure of \$1,500,000, which amount it is stated will be more than doubled before the Exposition is ready to open.

Congress has voted an appropriation of \$200,000, and it is expected that the Geological Survey will make an especially fine display. It is for their mineral wealth particularly that many of the Southern States are distinguished. In popular language, says Mr. Smith, we hear the term mining States applied only to Colorado, California, Montana and the Western region generally. In reality the mining resources of some of the Eastern States, though different, are fully as great as any in the West; and the developments which are now beginning in the South will play a very important part in the future mining industries of the United States. "Even in the low countries of South Carolina, Georgia and Florida there are inexhaustible supplies of mineral phosphates which are mined for the manufacture of fertilizers; and the sulphuric acid which is used to convert the natural phosphates can be made from great deposits of pyrites existing in the Blue Ridge. Some of the best zinc mines of the country are situated in Southern Virginia. Enormous deposits of iron exist in the mountains of North Carolina; and the region about Birmingham, Ala., has already shown its ability to compete in the production of pig iron with the rest of the civilized world." * * "Mines of copper have been worked in North Carolina and Georgia; and the gold belt of these two States has been productive from the beginning of the century." * * "In Rockbridge County, Va., there is a promising deposit of tin, and this metal also occurs near King's Mountain, N. C. Salt is obtained in Southwestern Virginia and in Louisiana. The coal fields of Tennessee, Kentucky, West Virginia and Alabama are inexhaustible, and the building stones throughout the entire Appalachian region are of the greatest variety and of the best character. The marbles of Tennessee and Georgia are already well known, although the development of them has hardly begun; and the granite of Stone Mountain is coming extensively into use. The mica consumed in the United States comes largely from North Carolina. Practically all of the corundum mined in the United States is found in North Carolina and Northern Georgia; and throughout the same region which yields the corundum and the mica there are deposits of kaolin which when properly developed could supply all of the potteries of the world."

We have quoted the foregoing at length because it furnishes an interesting epitome of the South's varied mineral resources, and at the same time shows what extensive material exists for a fine mineral display. Another factor in the future development of the South which should not be overlooked is her great extent of territory. Senator Walsh refers to this when he says that Georgia with her 60,000 square miles comes within 6,000 miles of having as much area as the New England States combined, while Texas, with 260,000 square miles, has a larger area by 83,000 miles than the Middle and New England States together. Georgia alone, he points out, could produce enough cotton to supply all the cotton mills in the country. "We have water power sufficient to turn all the machinery in New England and to weave into cloth every bale of cotton produced in the Southern States." Bearing all this in mind, one may well credit the statement of the Secretary of the Interior that the Exposition in its main features will be more than equal to any heretofore held in America with the exception of the Centennial and the Columbian Expositions. Every one will agree with him, too, when he says that just at the present time when business is reviving, when money is beginning to

seek investment, when so many are thinking of making a home in the South, such an exhibition "in the very centre of its most diversified opportunities will cause investigation which can but make a new era of growth and prosperity."

There is only one note of discord in the collection of papers published by the "Independent," and that is uttered by Senator Wilkinson Call of Florida. Mr. Call tells us that the usurer is abroad in the South as he is elsewhere, and as in the biblical days he "grinds the faces of the poor," taking from them all he can get. He also finds fault with the railroads, saying: "The railroads in the South charge such high rates for freight that they take everything, leaving little to the farmer." If we were inclined to be critical we should ask how if the railroads took "everything" they could leave to the farmer even a "little." But let that pass as a figure of speech. "Railroad commissions," he goes on, "which are quite common in the North and West, and which have done something to curb the rapacity of the great transportation monopolies, exist in some of the Southern States, and ought to be in all of them. At the present time the people are fighting for a railroad commission in Florida and the corporations are doing what they can to oppose our wishes." He does not even confine himself to his own State or yet to the South. He undertakes to give figures to show the magnitude of the public domain which the railroad corporations in the whole country have absorbed through land grants made to them. Just what bearing this has on the resources of the South and the opportunities for developing them, is not altogether clear. Mr. Call says, "it may seem surprising" to state that up to 1885 "the sum total of land grants to railroads amounted to 159,354,178,000,000 of acres." This certainly is a surprising piece of information and well calculated to illustrate the "avarice" and "greed" and "rapacity" of railroad corporations. After citing these stupendous figures, the honorable Senator is moved to say "the people have been cheated out of a great part of this land." Nay, friend, they have evidently been cheated out of eighty thousand times the whole area of the United States, according to the figures given, for that is about the ratio which those figures bear to the total number of acres in the entire country from one end to the other. Mr. Call is also an advocate of the free coinage of silver, and he sees fit to inform the world that he does "not think there is any argument on the other side." He concludes his paper with this remarkable jumble of words—"It seems as if, in our financial legislation, we have to get the credit of the Government indorsed by the Vanderbilts and a few brokers and speculators, rather than rest on the people and their resources, and accommodate the needs and wishes of seventy millions of people."

Now, how foolish to indulge in such utterances as these. What the South needs above everything else is outside capital, and nearly every paper in the collection to which we are referring makes a plea for the investment of such capital there. But the Senator from Florida denounces capitalists and moneyed men for being the possessors of capital, and tells them in advance that if they put their money in railroads, in banks, or other investments, they will find public sentiment arrayed against them. If that were the spirit which pervaded the Southern people generally, it would be a waste of money and of energy to get up the Cotton States Exhibition. In such circumstances

capitalists could not be prevailed upon to enter the Southern States. Fortunately, that is not the ruling sentiment. For instance, we find Congressmen H. D. Money of Mississippi taking pride in the fact that capital in his State is able to net a high rate of return, saying, "the banking business should also prove profitable in Mississippi. The institutions we have pay high dividends and do a safe business. I do not believe there is a bank in the State that pays less than fifteen per cent." And that is undoubtedly the true spirit. There is only one way in which the capital that will be so useful to the South can be obtained, and that is by the assurance of absolutely fair treatment and full protection for it.

THE MEXICAN NATIONAL REPORT.

Unlike the roads in the United States, the Mexican roads were able to enlarge their revenues during the calendar year 1894, and thus occupied a much more fortunate position than our own roads. Of course the adverse business conditions prevailing in this country reacted to some extent upon trade in Mexico, and the traffic affected by the low rate of exchange resulting from the depreciation of silver also suffered, but on the other hand the local or internal traffic continued to increase, and that has served to counterbalance the losses in the other items, and made it possible for the roads to enlarge the totals of their earnings.

This growth of the local or home traffic—steadily progressing year by year—is the favorable feature in the affairs of these roads. The fact that the roads have large annual obligations for interest, &c., to meet in gold (the lines having been built with foreign capital), and that a large part of the supplies required in operating the roads must be bought abroad and therefore also paid for in gold, constitutes the unfavorable feature in their affairs. In recent years the decline in silver has been so great that large though the gains in earnings might be, they fell far short of overcoming the increasing loss on exchange; but the time ought to be near when the decline in silver shall approach its end; and when this point is reached and the Mexican roads shall at the same time be able to maintain the rate of growth heretofore established, there will be a very decided change in the outlook of the properties, for then they will for the first time be in position to derive a benefit from the increase in their traffic and earnings.

The Mexican National well illustrates the conditions which have up to this time prevailed. The report of the company is nearly ready for distribution, and through the courtesy of President Raoul we have been favored with proof sheets of the same. We print Mr. Raoul's remarks in full on a subsequent page. Considering the drawbacks under which the company in common with the other Mexican roads labored, the report makes a very satisfactory showing, and except for the further increase in the loss from converting Mexican silver into gold the exhibit would be all that could be desired. The particularly gratifying feature is that with an increase of \$104,275 in gross earnings as compared with the year preceding, the management were able to effect a reduction in working expenses in the sum of \$149,250, thus giving an increase in the net of over a quarter of a million dollars. Besides this there was a saving of \$58,161 in the expenditures for betterments and additions to property, which aggregated only \$93,451 in 1894 against \$151,612 in 1893.

Altogether the net result would be over \$300,000 better than in the previous year except for the great increase in the loss from exchange.

The loss in that way during 1894 is given in the accounts at \$708,120, which compares with only \$434,242 for 1893, only \$248,622 for 1892 and but \$51,796 for 1891. As pointed out, however, in reviewing the previous year's report, this is not the full amount of the loss resulting from the conversion of Mexican dollars into American money. The practice of the Mexican National has always been to first convert its net earnings in Mexican currency into gold at the arbitrary rate of 80 cents to the dollar (this being done as a matter of convenience in book-keeping), and to charge the depreciation beyond the 20 per cent as loss from exchange. Hence to get the total of the loss from conversion we must add the amounts represented by the 20 per cent depreciation—being \$378,392 for 1894, \$327,687 for 1893, \$340,123 for 1892 and \$231,804 for 1891—to those already given. The result is shown in the following.

Loss from converting net revenues into gold in 1891.....	\$293,600
Loss from converting net revenues into gold in 1892.....	538,745
Loss from converting net revenues into gold in 1893.....	761,929
Loss from converting net revenues into gold in 1894.....	1,086,512

Thus in 1894 the loss was over a million dollars, while three years before, in 1891, the amount was only \$283,600. This illustrates strikingly the difficulties that the managers had to contend with, and of course the causes were entirely beyond their control. The decline in silver operated in still another way to add to the troubles of the management; a good part of the supplies needed in operating the road, as already stated, has to be bought in the United States, or other gold-standard countries, and with each decline in silver the cost of these supplies was correspondingly increased. Obviously it required both skill and wisdom to pilot the property through such conditions. The way in which the situation was met is shown by the fact that while in 1890 the gross revenues in Mexican currency were only \$3,754,966, in 1894 the amount was \$4,329,079, and while in 1890 the expenses were \$2,927,962, in 1894 they were but \$2,437,116. In other words, while in 1890 the net in Mexican currency was \$827,004, in 1894, through the increase in receipts and the saving in expenses, the amount had been raised to \$1,891,962. After allowing for the \$1,086,512 loss from conversion and the expenditures for betterments and for various other items which are a charge against income, the amount available for the payment of interest in 1894 was \$720,737; subsidy collections from the Mexican Government increased the sum to \$819,846. The interest on the prior lien bonds called for only \$694,680, thus leaving a surplus balance of \$125,166 on the operations of the twelve months.

President Raoul repeats what he said in the previous report, that in Mexico there has been no appreciable diminution in the purchasing power of the Mexican dollar as applied to labor and materials of Mexican origin, and that this has increased the number of articles which the company can economically manufacture in its own shops, and also the quantity and variety of native supplies that can be advantageously purchased in Mexico for silver, as against buying in a foreign country for gold. With a larger tonnage the company decreased its train mileage, making possible the saving in expenses already noted. In regard to the traffic, Mr. Raoul notes that, with the exception of passengers, a loss

has been suffered only on those classes which are affected by the condition of the exchange market between Mexico and gold-standard countries. The local traffic has decidedly expanded, which accounts for the increase shown in the general result. He points out that in 1893 there had been a gain in the earnings from the purely local traffic of \$231,471, while for 1894 there has been a further addition of \$291,077. He states, furthermore, that the rate of increase in this traffic has been almost uniform year by year since the first year the line was operated after completion—which is a fact of course of great promise and encouragement for the future.

NET EARNINGS IN JANUARY.

At length we have a statement of earnings which shows an increase in both gross and net. Such is the result for the month of January according to the compilations which we give to-day. Of course we are comparing with exceedingly poor earnings last year, the losses then having been heavy in gross and net alike. Nor is the improvement the present year very marked, the gain reaching \$900,245 or 1·87 per cent in gross and \$1,096,975 or 9·04 per cent in net. Nevertheless the exhibit must be regarded as decidedly encouraging. In the first place it is gratifying as indicating a turn in the tide. With the exception of the return for last August this is the first monthly statement in nineteen months to show an increase in gross and net. The gain is the more welcome because our early statement of gross, published February 16th, had indicated a trifling decrease. In the second place the improvement has occurred in face of a number of decidedly adverse factors in the situation.

While trade undoubtedly showed a reviving tendency, the weakened condition of the United States Treasury in the matter of its gold reserve operated to prevent the revival from making any great headway. Then the grain movement underwent large contraction by reason of last season's crop shortage, and many roads sustained striking losses in earnings on that account. The very low prices ruling for wheat and cotton and some other staples were also adverse features. In the South frosts so seriously damaged the orange crop that an immediate large loss in traffic was the result. On at least some of the Pacific roads, and more particularly on the Central Pacific, snow blockades operated at once to reduce traffic and to increase operating expenses. Among the east-and-west trunk lines freight rates were badly demoralized.

Considering all the circumstances the fact that a gain should be recorded is very noteworthy. We have spoken of its marking a turn in railroad affairs. But we would caution the reader against counting too confidently upon a similarly favorable result for February. According to present indications, the showing for that month will be less satisfactory. But the set-back will not possess any significance, since it will be due entirely to the exceptionally severe weather which prevailed during the month. The following is a summary of the figures for January.

January. (138 roads.)	1896.	1894.	Increase or Decrease.	
			Amount.	Per Cent
Gross earnings.....	\$ 48,973,190	\$ 48,072,945	Inc. 900,245	1·87
Operating expenses.....	35,752,817	35,949,547	Dec. 196,730	0·55
Net earnings.....	13,220,373	12,128,398	Inc. 1,091,975	9·04

We have already stated that comparison is with poor earnings last year. The loss in gross then aggregated over seven million dollars (\$7,077,458) or 13·08 per cent, while the loss in net was \$1,131,828 or 8·87 per cent. There had also been losses in net in the two years preceding, the falling off in January 1893 having been \$1,320,999 and in January 1892 \$881,126, as will appear by the subjoined statement. It should be noted that though the falling off last year was the third successive loss in net, the recovery the present year in amount is almost equal to the 1894 loss.

Year and number of roads.	Gross Earnings.			Net Earnings.		
	Year Given.	Year Preceding.	Increase or Decrease.	Year Given.	Year Preceding.	Increase or Decrease.
January.						
1889 (84)	\$ 38,929,124	\$ 33,437,161	+4,591,963	\$ 9,499,510	\$ 7,133,622	+2,365,888
1890 (114)	44,066,518	41,169,088	+3,500,150	12,426,759	10,872,383	+1,554,376
1891 (125)	50,066,280	46,208,391	+3,857,444	13,972,540	12,464,056	+1,508,484
1892 (126)	53,634,323	52,188,170	+1,446,221	13,442,051	14,323,177	-881,126
1893 (125)	55,890,995	55,100,108	+790,887	13,361,256	14,682,255	-1,320,999
1894 (125)	47,050,389	54,127,817	-7,077,428	11,633,196	12,765,024	-1,131,828
1895 (138)	48,973,190	48,072,945	+900,245	13,220,373	12,128,398	+1,091,975

The roads which are obliged to report heavy decreases are the grain-carrying roads, the Pacific roads and some of the Southern roads. Thus in the gross the Burlington & Quincy has fallen \$382,454 behind, the Milwaukee & St. Paul \$260,444, the Canadian Pacific \$219,719, the Union Pacific \$195,484, the Central of Georgia \$139,612, the Grand Trunk of Canada \$99,079, the Louisville & Nashville \$52,508, &c., &c.—in many cases after heavy decreases last year, too. In the net the losses are less striking, many of the roads having found it possible to offset the falling off in gross by an important saving in expenses. There are altogether only about half a dozen large decreases in net, these being the Burlington & Quincy with \$186,688 loss, the Central of Georgia with \$123,882, the Union Pacific with \$94,183, the Southern Pacific with \$70,801, the Louisville & Nashville with \$47,883, and the Canadian Pacific with \$35,925.

On the other hand the large gains are quite numerous, both in the gross and in the net. Thus the Pennsylvania has \$694,208 increase in gross and \$617,169 increase in net, which reflects the greater mining and manufacturing activity in the East. The Philadelphia & Reading (including the Coal & Iron Company) has \$482,588 increase in gross and \$59,534 increase in net. The Southern Pacific, notwithstanding the blockade of the Central Pacific line, has \$186,189 increase in gross, though having, as already stated, lost \$70,801 in net owing to the extra expenses entailed by the snow blockade. The Illinois Central has \$123,120 increase in gross and \$191,748 increase in net, the Baltimore & Ohio \$157,266 increase in gross and \$94,221 increase in net, the Mexican Central \$75,829 increase in gross and \$110,854 increase in net, the Erie \$99,358 increase in gross and \$71,054 in net, &c., &c. The following is a full list both of the large losses and the large gains.

PRINCIPAL CHANGES IN GROSS EARNINGS IN JANUARY.

Increases.		Decreases.	
Pennsylvania (3 rds).....	\$694,208	Chic. Burl. & Quincy.....	\$382,454
Ph. & Read. and C. & R.....	482,588	Chic. Mil. & St. Paul.....	260,444
So. Pacific (6 rds).....	136,189	Canadian Pacific.....	219,719
Balt. & Ohio (2 rds).....	157,266	Union Pacific (7 rds).....	195,484
Illinois Central.....	123,120	Central of Georgia.....	139,612
Clev. Cin. Chic. & St. L.....	113,402	Grand Trunk of Canada.....	99,079
N. Y. L. Erie & West.....	91,354	Louisv. & Nashville.....	52,508
Mexican Central.....	75,829	Kan. C. Ft. S. & Mem.....	46,958
Brooklyn Elevated.....	68,245	Central of N. J.....	41,880
San Ant. & A. Pass.....	67,474	Chic. & Grand Trunk.....	39,687
N. Y. Susq. & West.....	62,970	Iowa Central.....	30,974
Northern Central.....	53,520		
Summit Br. & L. Valley.....	49,637		
Louisv. N. Ark. & Chic.....	41,523		
Lake Erie & Western.....	35,221		

Total (representing 25 roads).....\$2,309,568
Total (representing 17 roads).....\$1,507,969
! The gross on Eastern lines increased \$518,442 and on Western lines \$175,765.

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PRINCIPAL CHANGES IN NET EARNINGS IN JANUARY.

Increases.		Decreases.	
Pennsylvania (3 rds).....	\$617,169	Chic. Burl. & Quincy.....	\$186,649
Illinois Central.....	191,748	Central of Georgia.....	123,882
Mexican Central.....	110,954	Union Pacific (7 rds).....	94,133
Balt. & Ohio (2 rds).....	94,221	So. Pacific (5 rds).....	70,801
Atch. T. & S. Fe (4 rds).....	82,974	Louisv. & Nashville.....	47,833
N. Y. L. E. & W. Penn.....	71,053	Canadian Pacific.....	35,925
Brooklyn Elevated.....	60,423		
Ph. & R. C. & I.....	59,534		
San Ant. & A. Pass.....	57,223		
Summit Br. & L. Valley.....	52,382		
Wabash.....	41,026		
Chic. Mil. & St. Paul.....	33,004		
Total (representing		Total (representing	
20 roads).....	\$1,471,617	17 roads).....	\$559,362

† The net increased \$366,891 on Eastern lines and \$250,278 on Western lines.

When arranged in groups, three groups are seen to have done poorly, namely the Northwestern, the Pacific and the Southern. These groups have losses in both gross and net. All the other roads have gains in gross and net. The Northwestern group has done worst of all; it shows a loss of \$729,067 or nearly 13 per cent in the gross and of 196,566 or 11·37 per cent in the net. Every road shares in the falling off in the gross, and only two—the St. Paul and the Minneapolis & St. Louis—have escaped a decrease in net. The Southern group records a contraction of about 5 per cent in the gross revenues and somewhat over 10½ per cent in the net. Out of 31 roads all but 8 have contributed to the decrease in gross and all but 14 to the falling off in net. In the Pacific group, too, the decrease is pretty general, the Rio Grande Western being one of the exceptions.

SECTION OR GROUP.	Gross Earnings.		Net Earnings.		
	1905.	1904.	1905.	1904.	Inc. or Dec.
January.	\$	\$	\$	\$	P. C.
Trunk lines..(13)	15,458,868	14,509,015	3,721,641	2,851,037	+870,604 30.51
Anthra. coal (7)	4,90,306	4,408,145	1,603,148	\$81,824	+124,324 11.09
East. & Mid..(15)	1,717,029	1,391,445	454,752	339,137	+115,615 24.96
Mid. West'n..(27)	3,652,474	3,314,015	1,049,816	707,104	+282,022 36.84
Northwest'n (8)	4,807,591	5,620,058	1,532,950	1,729,555	-190,568 11.37
Southwest'n (18)	4,642,865	5,545,611	2,131,027	1,931,734	+215,293 2.78
Pacific Coast(16)	6,724,937	6,474,055	1,775,737	1,601,586	+215,549 13.05
Southern....(31)	5,705,438	6,019,382	1,892,503	2,116,608	-224,105 10.50
Mexican....(3)	1,194 2-8	1,114,890	515,700	410,453	+125,357 30.53
Tot..(188) d's	48,973,190	48,072,945	13,320,373	12,123,398	+1,096,975 9.04

NOTE.—INCLUDED UNDER THE HEAD OF—

<p>Trunk Lines. R. & O. East of Ohio. B. & O. West of Ohio. B. & O. Southwestern. Chic. Clin. & St. L. Peoria & Eastern. Grand Trunk of Canada. Chic. & Gt. Trunk. Detroit, Gr. Hart. & Mil. N. Y. Lake Erie & West'n. Pennsylv. East of P. & E. West of P. & E. & Erie. Pitts. Youngs. & Ash. Wabash.</p>	<p>Middle Western (Con.) Iron Railway. Kanawha & Michigam. Lake Erie All. & So. Chic. Erie & St. Louis. Louisv. N. A. & Chic. Manistowic. Ohio Southern. St. Louis & Evansv. Pitts. Mar. & Chic. Pittsburg & Western. West of P. & E. & Erie. Sac. Valle. & St. Louis. St. L. Alt. & T. I. L. Tol. A. A. & N. M. Chic. Southern Central. Tol. Peoria & W.</p>	<p>Pacific Coast.—(Con.) S. Pacific— Louis. Western. Morgan's La. & T. North Pacific Ry. Texas & New Orleans. Pacific system. Union Pacific. North Pacific Railway. Ore. sh. L. & Uta. N. P. St. Joseph & Gr. Island. Idaho. Central Branch. Atch'n Col. & Pac. & Co. Montana Union. Chesapeake Southern. Atlan. a. West Point. Bir. & Atlantic. Carolina Midland. Central of Georgia. Cheraw & Darlington. Chesapeake & Ohio. Cnes. Ohio & Southwest. Chesapeake Southern. Gadsden & Atalla Un. Georgia. Ga. Southern & Fla. Ill. & Chicago. Jack. Tampa & K. W. Kan. City Mem. & Bir. Lehigh Valley. Louv. St. L. & Pex. Macon & Birmingham. Mobile & Birmingham. Memphis & St. Louis. New Orleans & So. Norfolk & Southern. Ohio River. Petersburg & Chas. Petersburg. Rich. Fred. & Pot. Rich. & Petersburg. Rich. & South. Southern R-lway. Western of Ala. West. Va. C. & P. Wright & Tennilla. Mexican Roads. Mexican Central. Mexican National. Mexican Northern.</p>
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* We include these Western lines in our table by taking an estimate for 1894 on which to base the increase or decrease reported for this year.

For the groups which are able to show improved results the ratio of gain in net is in most cases strikingly heavy. Thus for the trunk line group the increase is 30.51 per cent; for the Eastern and Middle group, 34.09 per cent; for the Middle Western, 36.84 per cent; for the Mexican, 30.53 per cent, and for the South-

western, 20.78 per cent; and in every case nearly all the roads have participated in the improvement, there being only few exceptions to the rule in each group. In the anthracite coal group the increase in net is 14.09 per cent. The Central of New Jersey is the only road in that group which has a loss in both gross and net, and the decrease is comparatively small, though it follows a decrease last year.

IMPERIAL BANK OF GERMANY.

The Berlin correspondent of the "London Economist" under date of March 7th gives some of the results which appear in the annual report for 1894 of the Imperial Bank of Germany, said to have been just issued. Of the data made public those of widest interest are the facts with relation to gold and silver holdings by the Bank on the 31st of December 1894. It appears that the total of both metals in bank at that date was 1,014,230,000 marks, of which 714,436,000 marks were gold and 299,784,000 marks were silver. The forms in which these metals were held were as follows.

GOLD.		SILVER.	
In bars and coin.....	422,437,000	Thaler pieces.....	214,294,000
In German coin	291,999,000	Other coins.....	85,490,000
Total marks.....	714,436,000	Total marks.....	299,784,000

The equivalents of the foregoing in dollars and sterling are subjoined for the convenience of our readers.

GOLD—	<i>Bars and Coin.</i>	<i>German Coin.</i>	<i>Totals.</i>
Sterling.....	£21,121,850	£14,599,950	£35,721,800
Dollars.....	\$105,609,250	\$72,999,750	\$178,609,000
SILVER—	<i>Thaler Pieces.</i>	<i>Other Coins.</i>	<i>Total.</i>
Sterling.....	£10,714,700	£1,274,500	£14,989,200
Dollars.....	\$53,573,500	\$21,372,500	\$74,946,000

Marks are reduced to sterling and dollars in the above on the basis of 20 marks to the pound and 4 marks to the dollar. It thus appears that the total of gold held by the Bank Dec. 31, 1894, was £35,721,800 or \$178,609,000, and the silver was £14,989,200 or \$74,946,000.

The net profit of the Bank for three years and the division of the profit are thus stated :

MARKS.	1894.	1893.	1892.
Profit.....	11,404,000	17,584,000	11,981,000
Of this—			
Shareholders received.....	7,500,000	9,046,000	7,647,000
Imperial Treasury received.....	3,903,000	8,538,000	4,342,000
Percentage to shareholders.....	6.26	7.53	6.38

The reserve at the end of 1894 amounted to 30,000,000 marks.

Rate of interest in 1894 has averaged in the open market about $1\frac{1}{2}$ per cent, but the official rate maintained by the Bank during the greater part of the year was 3 per cent. On the average the Bank rate for 1894 was 3·117 per cent for bills and 3·617 per cent for loans. In 1893 the average was 4·06 per cent for bills.

KING'S HANDBOOK OF NEW YORK CITY—An Outline History and Description of the American Metropolis. MOSES KING, Boston, Mass. Price, \$2 00.

This handsome work has gone through several editions and seems to be always in demand. It merits all the praise that has been bestowed upon it. As far as the mechanical execution of the book is concerned it would be difficult to suggest how it could be improved, the work having been mainly done by The Matthews-Northrup Company, the well-known art printers of Buffalo. The binding is neat and tasteful—"rich, not gaudy,"—the type clear, the paper of a superior grade, and the printing of the very best. The book abounds with illustrations, there being over one thousand altogether, and these form one of its leading features. They are executed in fine style, and embrace every variety of subject and every scene of interest. To those who are not familiar with New York they furnish an excellent insight into its character and appear-

ance, while the resident sees reflected in them characteristic scenes and incidents in his daily life, and which possess added charm when depicted in print. The descriptive history, though necessarily brief, is yet comprehensive and of absorbing interest. We do not think the author and publisher, Mr. King, exaggerates when he says that "the text furnishes an elaborate but condensed history and description of the city itself, and also of every notable public institution and especially interesting feature," and that "the illustrations give many reminders of the past, and furnish an extensive series of pictures of the present city, to an extent many times beyond that of any volume yet published." There are 1,008 pages in the book, and apparently nothing essential is omitted from it. Our harbor and rivers, piers, shipping, railroads, streets, avenues, parks, bridges, tunnels, hotels, museums, educational institutions, courts, cemeteries, theatres, churches, newspapers, banks, trust companies, business houses, manufacturing establishments, and hundreds of other things are all described and remarked upon. In fact, it would be difficult to say what the book does not contain regarding the city and its affairs and business. There is also a very comprehensive index, affording easy and convenient reference to every item and topic. Altogether the book is both useful and entertaining, and withal a very creditable publication.

COMPREHENSIVE INDEX OF THE PUBLICATIONS OF THE UNITED STATES GOVERNMENT, 1839-1893. By John G. Ames, Superintendent of Documents, Department of the Interior. Washington: Government Printing Office.

Those who have occasion to use the publications of the United States Government have long felt the need of some index that would make it easy and convenient to find and refer to the vast mass of information which these publications contain. This want Mr. Ames, the Superintendent of Documents, has sought to supply, and the effort is all the more praiseworthy as he has undertaken the work of his own motion and has had to do it outside of his ordinary office duties. Mr. Ames states that he has repeatedly urged that Congress provide for such an index, not only of documents yet to be printed but also of those already published. As Congress failed to make such provision, he took the task upon himself, "additional to the current and prescribed work of his office." It was out of the question to attempt to cover all the publications issued since the establishment of the Government, so he confined himself to the publications issued during the period covered by the Fifty-first and Fifty-second Congresses. The result of his labors is a quarto volume of 480 pages, conveniently and carefully arranged. Considering the mass of documents which is here indexed, and the disadvantages under which the work was done, we are not surprised to hear Mr. Ames say that the labor involved in the preparation of the volume proved much greater than he had anticipated. After seeing what Mr. Ames has accomplished, we should not only favor his suggestion that Congress provide for having all publications of the Government indexed in a similar manner, but think that the scope of the work might with advantage be still further extended. Mr. Ames has not attempted to give an author's index, but he does furnish a "personal" index, and this we think should be made more comprehensive. Thus the only reference to Prof. Henry C. Adams which we find is that on page 436, giving him as the author of two monographs for the Census. But Mr. Adams is the Statistician of the Inter-State Commerce Commission, and each year issues an annual report, giving statistics regarding the mileage, operations, income and accounts of United States railroads. In some way his name ought to be mentioned in connection with these statistical reports. Other similar instances might be cited.

So, too, the general index would be improved by some additions. To refer again to the report of the Statistician of the Inter-State Commerce Commission, we find it is not indexed under I with the publications of the Inter-State Commerce Commission, but only under R, by the title "Railways in the United States." It might with advantage be indexed under both heads. These illustrations are not intended as criticisms upon the work of Mr. Ames, but simply as suggestions how it can be improved and extended when Congress shall give him the desired authority and necessary assistance to compile an index which shall comprehend every document of whatever character issued by the Government since the date

of its establishment. Mr. Ames expressly declares that the volume is not as thorough or complete as he should like to have it, saying in his preface: "It is not supposed that the work will meet the approval and commendation of all, nor is it by any means thought to be beyond improvement. It is rather a tentative effort, and is put forth for the purpose and in the hope of eliciting such criticisms and suggestions from those most competent to make them as will help to render a future edition satisfactory to all." Nevertheless, Mr. Ames has succeeded in producing an exceedingly useful and meritorious work—unique in character and kind—and public interests will be promoted by allowing him to carry out the general plan and purpose of his scheme. Certainly no one is better fitted for the task, or possesses greater zeal and earnestness for such a chosen undertaking.

STOCK EXCHANGE CLEARING-HOUSE TRANSACTIONS. — The subjoined statement includes the transactions of the Stock Exchange Clearing-House from March 11 down to and including Friday, March 22; also the aggregates for January and February in 1895, 1894 and 1893.

STOCK EXCHANGE CLEARING HOUSE TRANSACTIONS.					
—Shares, both sides.—			—Balances, one side.—		
Cleared.	Total Value.		Shares.	Value Shares.	Sheets Cashed.
1893—					
January...	28,544,500	2,064,700,000	3,000,000	210,700,000	3,390,500
February...	25,108,900	1,744,400,000	2,587,900	172,701,000	3,529,000
2 mos....	53,653,400	3,809,100,000	5,587,900	383,401,000	6,929,500
1894—					
January...	18,363,000	1,088,000,000	1,354,000	69,100,000	2,041,000
February...	12,847,000	784,800,000	1,035,400	50,200,000	1,366,900
2 mos....	31,210,000	1,872,800,000	2,389,400	119,300,000	3,407,900
1895—					
January...	13,593,500	806,200,000	1,001,000	63,700,000	1,483,100
February...	12,030,800	762,100,000	907,500	55,000,000	1,133,500
12 mos....	25,624,300	1,568,300,000	2,008,500	118,700,000	2,616,600
—Shares, both sides.—			—Balances, one side.—		
Cleared.	Total Value.		Shares.	Value Shares.	Cashed.
Mar. 11..	1,320,700	102,000,000	83,600	5,800,000	145,100
" 12..	1,047,800	75,400,000	70,900	4,100,000	135,100
" 13..	710,700	53,300,000	52,200	3,500,000	60,400
" 14..	566,700	40,900,000	47,900	3,100,000	55,500
" 15..	655,700	51,000,000	55,700	3,900,000	84,700
Tot. wk..	4,304,600	322,600,000	310,300	20,400,000	480,800
Wklastyr3,793,300	219,500,000		343,700	18,300,000	315,300
Mar. 18..	938,300	68,200,000	72,100	4,400,000	78,800
" 19..	931,800	68,000,000	76,000	4,700,000	147,400
" 20..	957,200	69,500,000	76,000	5,100,000	125,300
" 21..	773,300	40,600,000	80,500	3,900,000	50,500
" 22..	997,500	48,600,000	90,300	3,900,000	136,200
Tot. wk..	4,603,600	290,900,000	394,900	22,000,000	538,500
Wklastyr3,017,600	198,400,000		271,400	16,300,000	321,100

The stocks cleared now are American Cotton Oil common American Sugar common, Atchison, Central of N. J., Chicago Burlington & Quincy, Chicago Gas, Chicago Milwaukee & St. Paul common, Chicago & Northwestern common, Chicago Rock Island & Pacific, Delaware & Hudson, Delaware Lackawanna & Western, Distilling & Cattle Feeding, General Electric, Lake Shore & Michigan Southern, Louisville & Nashville, Manhattan, Missouri Pacific, New York Central, New Y. L. E. & West., North. Pac. pref., National Lead common, Phila. & Read., Un., Pac., U. S. Cordage common and preferred and Western Union.

IMPORTS AND EXPORTS OF GOLD AND SILVER AT SAN FRANCISCO.

The Collector of Customs at San Francisco has furnished us this week the details of imports and exports of gold and silver through that port for the month of February, and they are given below, together with the figures for the preceding months, thus completing the results for the eight months of the fiscal year 1894-95. The imports of gold were extremely light, the amount received reaching only \$26,908, of which \$1,317 was in coin; and of silver there came in but \$102,909, of which \$101,407 was bullion. There has been received during the eight months a total of \$1,023,723 gold and \$1,324,209 silver, which compares with \$2,537,738 gold and \$1,455,964 silver in 1893-94. The shipments of gold during February reached an unimportant total, having been only \$3,275, of which \$200 bullion, and the exports of silver have been \$86,674 coin and \$403,500 bullion. For the eight months the exports of gold have been \$617,064, against \$981,688 in 1893-94, and \$3,612,040 silver has been sent out against \$9,248,759 in

1893 94. The exhibit for February and the eight months is as follows:

IMPORTS OF GOLD AND SILVER AT SAN FRANCISCO.

MONTHS.	GOLD.			SILVER.		
	Coin.	Bullion	Total.	Coin.	Bullion.	Total.
1894-95.	\$	\$	\$	\$	\$	\$
July.....	6,133	42,243	48,376	47,956	96,701	144,657
August....	40,190	43,579	83,769	227,130	99,310	326,440
September..	13,042	29,578	42,660	11,758	60,120	71,878
October....	498,313	69,132	567,445	136,282	126,911	263,193
November...	8,269	62,281	70,550	36,807	122,731	159,538
December...	40,319	60,786	101,105	2,446	109,663	112,109
January....	37,188	45,696	82,884	6,893	136,592	143,485
February...	1,317	25,586	26,903	1,502	101,407	102,909
Tl. 8 mos.	644,841	378,881	1,023,722	470,774	853,435	1,324,209

EXPORTS OF GOLD AND SILVER FROM SAN FRANCISCO.

MONTHS.	GOLD.			SILVER.		
	Coin.	Bull'n	Total.	Coin.	Bullion.	Total.
1894-95.	\$	\$	\$	\$	\$	\$
July.....	61,235	....	61,235	417,601	583,070	1,000,671
August....	73,665	....	73,665	575,763	747,800	1,323,563
September..	64,775	....	64,775	808,130	436,100	1,244,230
October....	31,547	850	32,397	507,972	824,800	1,332,772
November...	164,635	660	165,295	467,538	969,600	1,437,138
December...	162,772	105	162,877	372,432	534,200	906,632
January....	53,545	....	53,545	112,160	764,700	876,860
February...	3,075	200	3,275	86,674	403,500	490,174
Tl. 8 mos.	615,249	1,815	617,064	3,348,270	5,263,770	8,612,040

Monetary & Commercial English News

[From our own correspondent.]

LONDON, Saturday, March 9, 1895.

Money continues exceedingly abundant and cheap. The demand for gold has quite died out for the moment, at all events, and almost immediately now the payments out of the Treasury will exceed the receipts. There is every prospect, therefore, of a long continuance of cheap money, especially as trade remains very dull, and there is no speculation outside of the South African department. The Bank of England holds over 37 millions sterling in gold. The reserve is almost 29 millions sterling, being nearly 67½ per cent of the liabilities.

Silver is in small demand, and the price has been fluctuating throughout the week between 27½d. and 27¾d. per ounce. There is very little inquiry for India. About a month ago a report became current there that the Government was about to raise the duty upon silver and therefore purchases stopped, as buyers were afraid that the duty might be raised while the metal was on the way. Now, however, it is believed that there will be no change in the duty, and buying has again begun. As yet it is not very large. On the other hand, gold continues to be sold for export. The sales are small just now but they are likely to go on. The selling of gold about balances the purchases of silver.

Trade throughout India is very dull. There is fair export of rice from Burmah; but wheat, cotton and seeds are being shipped in unusually small quantities. In spite of all, however, the India Council is succeeding fairly well in disposing of its drafts. It offered for tender on Wednesday 60 lakhs and sold the whole amount at a very small fraction over 1s. 0½d. per rupee. Since then it has sold small amounts by private contract. The general estimate now is that the sales at the end of the financial year will aggregate from half a million to a million sterling less than was estimated for in the Budget. In May there are 2 millions sterling of floating debt falling due which it is understood will be funded, and the general expectation is that whatever has not been raised within the current year by the sales of drafts will likewise be funded. In the Budget it was estimated that the Council would sell for the year at an average of 1s. 2d. per rupee. The average is likely to be about 1s. 1d. per rupee, so that compared with the Budget estimate there will be a loss by exchange of over a million sterling in all likelihood.

The Board of Trade returns for February make a poor showing because of the exceeding severity of the weather. The value of the imports was £28,134,000, being a decrease of £5,849,000 compared with February of last year, or about 17½ per cent, and the value of the exports of British and Irish produce and manufactures was a little under 16 millions sterling, against more than 17½ millions sterling twelve months ago, a decrease of £1,711,000, or over 9½ per cent. The depression being largely due to temporary causes, it is believed that already a recovery has set in. There is a prospect, too, of a rise in the price of wool. Until quite lately

it was estimated that the Australasian clip would show a large increase over recent years. Now the opinion is that the increase will be very small, and many think that Merino wool in particular will show a decrease. But even if there is a rise the Australasian colonists will not benefit much, as it is understood that they have sold almost the whole of their wool.

Weakness in New York and rumors of an unsatisfactory report of the Grand Trunk of Canada Company have combined to cause a fall in the American Department. The general public is still holding quite aloof. The new United States loan fell at the beginning of the week. The premium at one time was about 6, but it declined early in the week to about 4. Since then, however, there has been a sharp recovery almost to 5. But that is quite an exception to the rest of the market. The South American department is likewise depressed. New political disturbances are reported to have broken out in the province of Pernambuco in Brazil. In Chili matters are not very satisfactory. In Argentina there is complete dulness. In Uruguay the Government is acting very unwisely. It is spending far too much money and is borrowing at home; while its action with regard to the Montevideo Water-works Company—an English corporation—is very adversely criticised. The company has a concession for supplying Montevideo with water. Another company, however, has been started in competition and it proposes to get its supply from a very much more distant point. It has been proposed to compel the people of Montevideo to take the water from the new company without compensation to the old. The latter company has applied to our own Government for its good offices, but the Uruguayan Government refuses to listen to the intervention. Uruguayan stocks have fallen.

The French and German bourses are firm. In Paris speculation is growing broader. Especially, the great French operators are once more buying South African gold, diamond and land shares on a large scale. There is a good deal of buying here at home likewise; but the chief purchasing is on Continental account, and there has been a very remarkable rise in the best dividend-paying shares. Not much has been doing in the purely speculative shares nor have land shares risen much; but the good gold shares are rising every day. The prices in some cases are wonderfully high, giving often not more than 7 or 8 per cent on the money invested.

The market for British railway stocks is fairly steady, although prices are excessively high and there are fears of a great coal strike in South Wales; while, as the Board of Trade returns show conclusively, the foreign trade is very depressed. British Government stocks are again rising. Consols, for example, are again 104¼, Indian sterling Threes are 103¼ and Indian sterling 3½ per cents are 114½. Colonial stocks, however, are rather lower. The liquidations at the beginning of the month on the Vienna and Pesth bourses have been difficult, rates being exceedingly high, and a considerable number of failures are looked for, though none of very serious magnitude.

The Messrs. Rothschild placed here on Monday bills of the Chilean Government amounting to about £1,200,000 and running for about seventeen months at prices which yield the investor about 5½ per cent. On the first of June the Chilean paper dollar will be converted at 18d. and the money is required to facilitate the operation. The proceeds of the bills, in gold, will be sent out in instalments spread over four or five weeks.

The exports since January 1st have been as follows:

	1895.	1894.	Difference.	Per Ct.
EXPORTS.	£	£	£	
January.....	18,224,236	18,151,880	+72,356	+0.39
February.....	15,968,395	17,679,449	-1,711,054	-9.67
2 months...	34,192,631	35,831,329	-1,638,698	-4.57

The imports since January 1st have been as follows:

	1895.	1894.	Difference.	Per Ct.
IMPORTS.	£	£	£	
January.....	36,753,068	38,458,613	-1,705,545	-4.43
February.....	28,134,189	33,984,085	-5,849,896	-17.21
2 months...	64,881,507	72,442,698	-7,561,191	-10.43

The exports of foreign and colonial produce since January 1st show the following contrast:

	1895.	1894.	Difference.	Per Ct.
RE-EXPORTS.	£	£	£	
January.....	3,887,258	4,340,613	-453,355	-10.56
February.....	4,407,824	5,051,720	-643,896	-12.74
2 months...	8,295,082	9,398,363	-1,103,281	-11.73

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years:

	1895 Mar. 6.	1894 Mar. 7.	1893 Mar. 8.	1892 Mar. 9.
Circulation.....	25,071,110	24,235,450	24,567,590	24,921,410
Public deposits.....	10,391,280	10,443,390	9,063,623	10,031,711
Other deposits.....	32,167,701	37,311,994	27,238,484	27,563,581
Government securities.....	12,469,488	8,933,583	11,218,100	10,785,124
Other securities.....	19,539,336	24,343,750	24,630,857	28,483,577
Reserve of notes and coin.....	28,915,729	22,893,135	18,920,728	16,820,791
Coin & bullion, both departm'ts	37,186,339	30,328,585	27,941,283	25,292,301
Prop. reserve to liabilities, p. c.	67 11-16	60 5-16	51 13-16	41 1/4
Bank rate.....per cent.	2	2	2 1/4	3
Consols, 2 1/2 per cent.....	104 1/4 x d	99 7-16 x d	97 15-16 x d	95 15 16
Silver.....	27 1/4 d.	27 1/4 d.	38 3-16 d.	41 3/4 d.
Clearing-House returns.....	161,788,000	131,402,000	121,570,000	118,503,000

Messrs. Pixley & Abbell write as follows under date of March 8:

Gold.—The special demand for gold has temporarily ceased, and arrivals of the last two days have gone into the Bank. The Bank has received £213,000 in Sovereigns, of which £130,000 came from Egypt, and has bought £174,000 in bar gold, while £290,000 has been withdrawn for export, of which £270,000 was for the River Plate. The influx during the week being on balance, £97,000. Shipments to Bombay, £30,000. Arrivals: Bombay, £95,000; River Plate, £13,000; West Indies, £20,000.

Silver.—The market has been firmly supported by Chinese orders, and there is also a good demand for India, as the fear of an increased import duty no longer exists. Shipments to Bombay, £109,600; China, £78,700. Arrivals, New York, £123,000; West Indies, £13,000. Mexican Dollars—There is a strong inquiry for these coin, but there are no sellers.

The quotations for bullion are reported as follows:

GOLD.				SILVER.			
London Standard.				London Standard.			
	Mar. 8.	Mar. 1.		Mar. 8.	Mar. 1.		
Bar gold, fine.....oz.	77 9	77 9 1/2		Bar silver, fine.....oz.	27 1/4	27 1/4	
Bar gold, parting.....oz.	77 9 1/2	77 10		Bar silver, contain-			
Spain, doubloons.....oz.	73 8	73 8		ing 5 grs. gold.....oz.	28	28 1/2	
U. S. gold coin.....oz.	78 3 1/2	78 3		Like silver.....oz.	29 13-16	29 13 16	
German gold coins.....oz.	78 4 1/2	78 4 1/2		Mexican dollars.....oz.	27 1/4	27 1/4	

The rates for money have been as follows:

London.	Bank Rate.	Open Market Rates.						Interest allowed for deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.		
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months	At Call.	7 to 14 Days.	1 to 11 Months.
Feb. 2	1	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1/2	1/2	1/2
15	2	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1/2	1/2	1/2
22	2	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1/2	1/2	1/2
Mar. 1	2	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1/2	1/2	1/2
8	2	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1/2	1/2	1/2

The following shows the imports of cereal produce into the United Kingdom during the first twenty-seven weeks of the season compared with previous seasons:

	1894-5.	1893-4.	1892-3.	1891-2.
Imports of wheat, cwt. 34,734,566	30,415,933	33,810,645	38,750,759	
Barley.....	16,476,454	18,337,807	9,844,007	12,504,207
Oats.....	7,695,537	7,271,987	6,522,355	7,606,806
Peas.....	1,341,089	1,489,843	1,328,287	1,760,374
Beans.....	2,461,482	2,920,004	2,397,337	1,972,663
Indian Corn.....	13,082,014	17,165,974	14,876,216	13,019,921
Flour.....	10,718,970	9,991,592	11,131,045	9,835,053

Supplies available for consumption (exclusive of stocks on September 1):

	1894-5.	1893-4.	1892-3.	1891-2.
Wheat imports, cwt. 34,734,566	30,415,933	33,810,645	38,750,759	
Imports of flour.....	10,718,970	9,991,592	11,131,045	9,835,053
Sales of home-grown.....	12,221,606	13,344,294	14,983,136	17,708,055
Total.....	57,679,142	53,804,839	59,824,826	66,293,872

Aver. price wheat week 1894-5. 24s. 3d. 1893-4. 25s. 1d. 1892-3. 33s. 3d. 1891-2. 35s. 11d.

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom:

	This week.	Last week.	1894.	1893.
Wheat.....qrs.	3,204,000	3,240,000	2,686,000	2,808,000
Flour, equal to qrs.	2,040,000	2,450,000	385,000	407,000
Maize.....qrs.	299,000	277,000	427,000	476,000

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Mar. 22:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	28 1/4	28 1/4	28 1/4	28 1/4	28 1/4	28 1/4
Consols, new, 2 1/2 p. cts.	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4
For account.....	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4
French rentes (in Paris) fr. x102 90	103 05	103 05	103 20	103 00	103 35	02 92 1/2
U. S. 4s of 1907.....	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	5 1/4
Atch. Top. & S. Fe. com.	38 1/4	39 1/4	38 1/4	37 1/4	38 1/4	38 1/4
Canadian Pacific.....	56 1/4	57 1/4	57 1/4	58 1/4	58 1/4	58 1/4
Chic. Milw. & St. Paul.....	86	86 1/4	86 1/4	89	89 1/4	89
Illinois Central.....	138 1/4	139	139 1/4	140	140	140
Lake Shore.....	48 1/4	50 1/4	51	51 1/4	51 1/4	52
Louisville & Nashville.....	60	60	61	61 1/4	61 1/4	61 1/4
Mexican Central 4s.....	96 3/4	97 1/4	98	98 1/4	98 1/4	98 1/4
N. Y. Central & Hudson.....	8 1/4	8 1/4	8 1/4	9 1/4	9 1/4	9 1/4
N. Y. Lake Erie & West. 2d consols.....	60	60	60 1/4	60 1/4	61	61 1/4
Norfolk & West'n, pref.	14 1/4	15	15 1/4	16 1/4	16 1/4	16 1/4
Northern Pacific, pref.	51 1/4	51 1/4	51 1/4	51 1/4	51 1/4	51 1/4
Pennsylvania.....	4 1/4	4 1/4	4 1/4	5	5 1/4	5 1/4
Phil. & Read., per share	8 1/4	8 1/4	8 1/4	9 1/4	9 1/4	9 1/4
Union Pacific.....	13 1/4	13 1/4	13 1/4	14	14	14
Wabash, pref.....						

Commercial and Miscellaneous News

NATIONAL BANKS.—The following information regarding national banks is from the Treasury Department:

CORPORATE EXISTENCE EXTENDED.

2,235—The Third National Bank of Allegheny, Pennsylvania, until March 15, 1915.

2,249—The Jenkins National Bank, Jenkintown, Pa., until March 15, 1915.

2,259—The First National Bank of Dexter, Maine, until March 16, 1915.

IN LIQUIDATION.

4,406—The Helena National Bank, Helena, Mont. has gone into voluntary liquidation by resolution of its stockholders dated January 8, 1895.

3,577—The First National Bank of Lyons, Kansas, has gone into voluntary liquidation, by resolution of its stockholders dated Jan. 18, 1895.

3,993—The City National Bank of Birmingham, Alabama, has gone into voluntary liquidation, by resolution of its stockholders dated Jan. 18, 1895.

4,357—The Security National Bank of Grand Island, Nebraska, has gone into voluntary liquidation, by resolution of its stockholders dated January 12, 1895.

3,903—The McPherson National Bank, McPherson, Kans., has gone into voluntary liquidation, by resolution of its stockholders, dated February 18, 1895.

4,301—The First National Bank of Hurley, Wisconsin, has gone into voluntary liquidation, by resolution of its stockholders dated February 19, 1895.

2,518—The Laramie National Bank, Laramie, Wyo., has gone into voluntary liquidation, by resolution of its stockholders dated March 7, to take effect March 15, 1895.

3,985—The First National Bank of Anaconda, Montana, has gone into voluntary liquidation, by resolution of its stockholders dated January 8, to take effect February 1, 1895.

INSOLVENT.

4,458—The First National Bank of Ansonia, Washington, is insolvent, and was on March 6, 1895, placed in the hands of F. W. Hawkins, Receiver.

3,875—The Holdrege National Bank, Holdrege, Nebr., is insolvent and was, on March 15, 1895, placed in the hands of Clement V. Manatt, Receiver.

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending for dry goods March 14 and for the week ending for general merchandise March 15; also totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

For Week.	1892.	1893.	1894.	1895.
Dry Goods.....	\$2,621,879	\$1,510,508	\$1,857,880	\$3,867,116
Gen'l mer'chise.....	12,024,703	8,323,688	9,117,498	8,363,689
Total.....	\$14,646,585	\$10,834,196	\$10,975,373	\$12,231,785
Since Jan. 1.....	\$32,679,769	\$39,224,995	\$21,556,931	\$38,636,245
Dry Goods.....	\$9,511,797	\$5,093,621	70,847,570	73,594,825
Gen'l mer'chise.....				
Total 11 weeks.....	\$122,191,066	\$144,323,616	\$92,404,531	\$112,231,070

The imports of dry goods for one week later will be found in our report of the dry goods trade.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending March 19 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1892.	1893.	1894.	1895.
For the week.....	\$6,881,350	\$5,887,824	\$8,116,155	\$3,507,357
Prev. reported.....	\$84,161,846	64,135,610	73,187,714	66,931,215
Total 11 weeks.....	\$91,043,196	\$70,023,434	\$80,303,869	\$70,438,572

The following table shows the exports and imports of specie at the port of New York for the week ending March 16 and since January 1, 1895, and for the corresponding periods in 1894 and 1893:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$8,008,800	\$1,352,887	\$7,698,921
France.....		11,916,400		560,109
Germany.....		5,772,036		1,044,632
West Indies.....	116,501	2,565,501	1,100	17,032
Mexico.....				15,105
South America.....		265,112	4,750	103,673
All other countries.....		256,000	2,218	15,690
Total 1895.....	\$146,501	\$28,783,849	\$1,360,955	\$9,445,172
Total 1894.....	1,830,820	7,687,373	183,709	2,605,471
Total 1893.....	1,479,720	32,081,425	1,315,991	3,152,432

Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$430,500	\$5,967,255	\$.....	\$40,730
France.....				2,116
Germany.....		6,603		1,380
West Indies.....	2,187	76,765		25,981
Mexico.....				122,492
South America.....		77,430		79,832
All other countries.....		8,271		5,431
Total 1895.....	\$482,687	\$6,136,324	\$15,684	\$277,963
Total 1894.....	605,277	8,784,813	12,182	277,756
Total 1893.....	628,175	6,407,990	7,612	1,616,597

Of the above imports for the week in 1895 \$1,356,677 were American gold coin. Of the exports during the same time, \$30,000 were American gold coin.

Breadstuff Figures Brought From Page 532.—The statements below are prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending March 16, 1895 and since August 1, for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 198 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bu. 56 lbs.
Chicago.....	71,724	82,550	675,805	1,236,075	130,200	30,756
Milwaukee.....	87,200	141,650	22,100	142,000	84,800	12,000
Duluth.....	31,535	412,683	.....	11,631	.....	.....
Minneapolis.....	.....	1,016,300	8,070	.....	.....	.....
Toledo.....	1,717	84,200	102,500	2,200	2,400	.....
Detroit.....	1,855	43,343	75,722	33,253	9,396	.....
Cleveland.....	12,270	50,100	33,282	41,807	13,254	.....
St. Louis.....	20,730	43,010	157,190	143,350	5,250	2,100
Peoria.....	6,550	7,800	266,700	324,500	31,500	1,200
Kansas City.....	.....	8,628	11,734	4,568	.....	.....
Total week 1895.....	186,411	1,880,754	1,353,103	1,930,834	276,770	46,056
Same wk. 1894.....	184,675	1,777,833	2,708,765	2,184,473	643,653	68,898
Same wk. 1893.....	184,351	2,894,084	2,000,371	1,791,005	475,308	76,152
Since Aug. 1.....	8,145,155	118,158,076	54,057,418	69,947,755	28,344,741	1,911,910
1894-95.....	8,319,076	122,812,074	111,223,656	106,165,362	25,455,036	2,679,637
1893-94.....	8,002,765	102,580,777	84,720,828	75,453,130	25,877,066	2,242,051

The receipts of flour and grain at the seaboard ports for the week ending March 16, 1895, follow:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
New York.....	115,441	108,550	84,193	41,530	40,800	.....
Boston.....	20,577	91,140	127,040	111,312	500	.....
Montreal.....	3,119	.....	9,150	38,000	850	.....
Philadelphia.....	57,084	24,515	65,323	64,040	51,200	.....
Baltimore.....	85,839	37,835	248,239	1,135	.....	7,432
Richmond.....	1,800	31,216	12,260	12,312	.....	.....
New Orleans.....	10,613	1,800	173,107	33,006	.....	.....
Total week.....	325,951	294,048	119,519	690,175	93,100	7,432
Week 1894.....	329,892	114,095	1,452,792	830,579	75,475	8,437

The total receipts at ports named in last table from Jan. 1 to March 16 compare as follows for four years:

Receipts of—	1895.	1894.	1893.	1892.
Flour.....bbls.	3,912,329	3,754,967	3,482,323	4,038,548
Wheat.....bush.	3,496,877	2,797,013	7,613,849	14,325,199
Corn.....bush.	5,812,580	6,135,032	9,932,783	10,588,781
Oats.....bush.	969,851	1,333,400	1,740,692	1,992,433
Barley.....bush.	90,134	42,194	159,025	1,505,093
Total grain.....	15,815,139	27,587,047	26,190,905	69,635,620

The exports from the several seaboard ports for the week ending March 16, 1895, are shown in the annexed statement:

Exports from—	Wheat.	Corn.	Flour.	Oats.	Rye.	Peas.
	bush.	bush.	bbls.	bush.	bush.	bush.
New York.....	577,348	88,100	65,419	2,105	.....	4,977
Boston.....	96,000	77,021	36,311	3,000	.....	930
Montreal.....	.....	28,125	32,156	.....	.....	17,329
Philadelphia.....	118,000	194,185	26,994	.....	.....	.....
Baltimore.....	9,000	25,515	94	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....
Newport News.....	24,000	111,425	25,251	.....	.....	.....
Montreal.....	.....	.....	.....	.....	.....	.....
Total week.....	854,348	623,974	186,355	5,105	.....	23,137
Same time 1894.....	1,082,353	1,128,277	311,802	4,788	.....	79,384

The destination of these exports for the week and since Sept. 1, 1894, is as b. low. We add the totals for the corresponding periods of last year for comparison:

Exports for week and since Sept. 1 to—	Flour.	Wheat.	Corn.
	bbls.	bush.	bush.
United Kingdom.....	118,000	4,810,339	514,457
Continents.....	21,935	733,843	337,561
U. S. America.....	24,935	708,790	7,545
West Indies.....	30,988	659,475	5,146
Brit. N. A. Col.....	1,470	220,681	2,870
Other countries.....	793	18,945	93,518
Total.....	186,355	7,180,078	854,248
Total 1894.....	311,802	7,447,516	1,082,353

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, March 16, 1895, was as follows:

In store at—	Wheat.	Corn.	Oats.	Rye.	Barley.
	bush.	bush.	bush.	bush.	bush.
New York.....	6,173,000	285,000	603,000	.....	12,000
Do afloat.....	1,791,000	.....	195,000	34,000	224,000
Albany.....	.....	55,000	60,000	.....	10,000
Buffalo.....	2,791,000	98,000	34,000	41,000	364,000
Do afloat.....	295,000	603,000	199,000	.....	.....
Chicago.....	24,063,000	4,874,000	1,238,000	99,000	28,000
Do afloat.....	1,874,000	2,534,000	858,000	.....	.....
Milwaukee.....	660,000	.....	5,000	7,000	62,000
Do afloat.....	.....	.....	.....	.....	.....
Duluth.....	11,455,000	1,000	577,000	12,000	91,000
Do afloat.....	85,000	735,000	16,000	8,000	.....
Toledo.....	2,262,000	.....	.....	.....	.....
Do afloat.....	299,000	.....	.....	.....	.....
Detroit.....	1,342,000	169,000	19,000	1,000	15,000
Do afloat.....	.....	.....	.....	.....	.....
Oswego.....	34,000	.....	.....	.....	.....
St. Louis.....	3,532,000	2,521,000	370,000	1,000	19,000
Do afloat.....	.....	34,000	.....	.....	.....
Cincinnati.....	17,000	33,000	135,000	12,000	64,000
Boston.....	616,000	199,000	171,000	10,000	.....
Toronto.....	41,000	.....	16,000	.....	26,000
Montreal.....	570,000	2,532	283,000	5,000	2,000
Philadelphia.....	216,000	278,000	215,000	.....	.....
Peoria.....	2,900	348,000	307,000	1,000	.....
Indianapolis.....	188,000	166,000	81,000	.....	.....
Kansas City.....	673,000	597,000	253,000	6,000	.....
Baltimore.....	134,000	264,000	214,000	25,000	.....
Minneapolis.....	13,229,000	19,000	815,000	35,000	.....
St. Paul.....	.....	.....	.....	.....	.....
On Mississippi River.....	141,000	1,000	6,000	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On canal and river.....	47,000	.....	60,000	.....	.....
Total Mar. 16, 1895.....	78,874,000	13,439,000	6,350,000	292,000	1,004,000
Total Mar. 9, 1895.....	77,117,000	13,792,000	6,409,000	297,000	1,217,000
Total Mar. 17, 1894.....	73,259,000	16,739,000	2,509,000	449,000	791,000
Total Mar. 18, 1893.....	79,021,000	15,241,000	4,676,000	948,000	1,390,000
Total Mar. 19, 1892.....	114,143,000	12,272,000	3,972,000	1,733,000	1,171,000

—The Exchange Banking & Trust Co. of Charleston, S. C., will shortly occupy offices in the building which the company has just completed in that city. The building runs through from Broad to Elliott streets, is thirty feet wide and two hundred feet deep. It is described as a most complete and handsome structure and one that would be a credit to any city in the United States. It will furnish the Exchange Banking & Trust Company commodious quarters for the transaction of its business and yield a revenue from office rentals that must prove a very profitable investment.

—Investors desiring a long-time five per cent gold bond are referred to the detailed statement in our advertising department of the first mortgage securing the Long Island RR. Company's Metropolitan Ferry bonds. Besides ferry franchise, boats, &c., the security embraces valuable plots of real estate in two cities, with water frontage and an extensive water grant. The Long Island RR. Company has paid dividends on its stock continuously since 1832. Messrs. Redmond, Kerr & Co. offer these bonds to net 4½ per cent.

—Messrs. Hatch & Foote removed their offices this week to number 3 Nassau Street, where their friends will find them most conveniently located on the first floor and in more commodious quarters than they had in Pine Street. The firm of Hatch & Foote is one of the oldest on the Street and has held membership on the New York Stock Exchange since 1870.

—Attention of investors is called to the offering by Messrs. Davenport & Co., Richmond, at par and interest, of \$200,000 City of Richmond fours, due 1929.

—Attention is called to the card on our back page of Mr. Charles M. Rolker, mining engineer and metallurgist.

City Railroad Securities—Brokers' Quotations.

	Bid.	Ask.		Bid.	Ask.
Atlan. Ave. B'klyn—			Christ'p'r 10th St.—Stk.	148	152
Con. 5a, g. 1831. A&O	108	110	1st mort., 1898. A&O	105	108
Gen. M. 5a, 1909. A&O	107	108½	D. D. B. & B'fy.—Stk.	150	155
Imp't. 5a, g. 1934. J&J	98	98	1st. gold, 5a, 1892. J&D	114	115
Brook. St. & F. F.—Stk.	25	27	Scip.	103	104
1st mort., 7a, 1909. J&J	111	112	Eighth Avenue—Stock	300	.....
B'way 7th Ave.—Stock	192	196	Scip. 6a, 1914	103	.....
1st mort., 5a, 1904. J&D	107	109	42d & Gr. St. Fer.—Stock	318	322
2d mort., 5a, 1914. J&J	108	110	42d St. Man. & St. N. A. V.	59	61
B'way 1st. 5a, guar. 1924	110	115	1st mort. 6a, 1910. M&S	112	.....
2d 5a, int. as rent. 1. 1905	104½	106½	2d mort. income 6a. J&J	57½	60
Consol. 5a, 1943. J&D	110	114	Long Island Traction—	6	8
Brooklyn City—New stk.	156½	158½	Metropolitan Traction—	97	98
Consol. 5a, 1941. J&J	110	111½	Ninth Avenue—Stock	149	.....
B'k'n. Cross'n's. 1908	105	105	Second Avenue—Stock	148	150
B'k'n. Q'n's Co. & Sub. 1st	102½	103½	1st mort. 5a, 1909. M&S	107	109
B'klyn C. & N'w'n.—Stk.	175	225	Debtenture 5a, 1909. J&J	103	104½
5a, 1939	108½	109½	Sixth Avenue—Stock	210	.....
Brooklyn Traction—	9	10	Third Avenue—Stock	158	161
Preferred	51	51	1st mort. 5a, 1937. J&J	119	119
Central Cross'n.—Stk.	170	.....	Twenty-Third St.—Stk.	300	.....
1st M. 5a, 1925. M&N	117	.....	Deb. 5a, 1905	100	105
Gen. Pk. N. E. Riv.—Stk.	140	144½	Union Ry.—Stock	106	.....
Consol. 7a, 1902. J&D	112	.....	1st 5a, 1942	105½	107½
			Westchester, 1st, ga. 5a.	100	102

4 And accrued interest.

N. Y. and Brooklyn Gas Securities—Brokers' Quotations.

GAS COMPANIES.	Bid.	Ask.	GAS COMPANIES.	Bid.	Ask.
Brooklyn Gas Light.....	124	130	People's (Brooklyn).....	85	.....
Central.....	140	150	Peoples' Jersey City.....	170	.....
Consumers (Jersey City).....	70	75	Metropolitan (Brooklyn).....	165	170
Bonds.....	90½	91	Williamsburg.....	200	.....
Citizens' (Brooklyn).....	62	62	1st 6a.....	106	108
Jersey City & Hoboken.....	190	.....	Fulton Municipal.....	170	175
Metropolitan—Bonds.....	108	.....	Bonds, 6a.....	105	.....
Mutual (N. Y.).....	154	.....	Equitable.....	183	189
Nassau (Brooklyn).....	200	.....	Bonds, 6a, 1899.....	108	.....
Scip.....	100	.....	Standard pref.....	91	92
N. Y. & East Riv. 1st 5a.....	84	84½	Common.....	38½	40½

Auction Sales.—Among other securities the following, not regularly dealt in at the Board, were recently sold at auction:

By Messrs. R. V. Harnett & Co.:

20 Cheesebrough Manufacturing Co., Consolidated.....251½

By Messrs. Adrian H. Muller & Son:

Shares.	Shares.
10 Standard Gas-L. Co., pfd. 91½	200 Germania Fire Ins. Co. 175½
100 Tex. & Pac. Coal Co. 49½	80 Hanover Fire Ins. Co. 107½
3 Title Guar. & Trust Co. 194½	40 Home Fire Ins. Co. 141½
1,000 Ibox Mine & Smelting	50 Niagara Fire Ins. Co. 12½
Co. \$10 each.....\$105 lot	40 Mechanics' Nat. Bank 181½
6 Lincoln Nat. Bank.....565	100 Indianapolis Gas Co. 145½
20 Lincoln Safe Deposit Co. 213	12 42d St. & Grand St. F.R.R. 314

Banking and Financial.

SAMUEL D. DAVIS & Co.

BANKERS,

NO. 40 WALL ST., NEW YORK.

SAMUEL D. DAVIS,

CHAS. B. VAN NOSTRAND,

Spencer Trask & Co.,

BANKERS

10 WALL STREET, NEW YORK.—65 State St., Albany

Bonds and Stocks Bought and Sold on Commission.

INVESTMENT SECURITIES.

The Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books closed. (Days inclusive.)
Railroads.			
Boston & Maine, com. (quar.)...	1½	May 15	Apr. 16 to Apr. 21
Chic. R. I. & Pac. (quar.).....	1½	May 1	Mar. 30 to Apr. 28
Cin. Ham. & Dayton, pref. (quar.)	1	April 2	Mar. 22 to Apr. 2
Concord & Montreal.			
Class I, B. C. & M., pf. (quar.)	1½	May 1	to
Class II, B. C. & M., new. (quar.)			
Class III, B. C. & M., old. (quar.)			
Class IV, Concord (quar.).....			
Dayton & Mich., com. (quar.)....	1½	April 1	Mar. 22 to Apr. 2
New Castle & Beaver Val. (quar.)	1½	April 1	Mar. 21 to Mar. 31
Norfolk & Southern (quar.).....	1	April 10	Mar. 30 to Apr. 10
Pittsb. Youngstown & Ash., pref.	3½	Mar. 28	Mar. 22 to Mar. 28
" " com.	3		
Banks.			
Fifth Avenue (quar.).....	20	April 1	Mar. 28 to Mar. 31
" (extra).....	5		
Murray Hill (quar.).....	4	April 1	to
Trust Companies.			
Brooklyn, Brooklyn (quar.).....	4	April 1	Mar. 21 to Apr. 1
Franklin, Brooklyn (quar.).....	2	April 1	Mar. 23 to Apr. 1
Long Isl. L. & T. B'klyn (quar.)	2	April 1	Mar. 24 to Mar. 31
Title Guar. & Trust (quar.).....	2	April 1	Mar. 23 to Mar. 31
Miscellaneous.			
Consolidated Electric Storage...	1	April 10	Mar. 31 to Apr. 10
Equitable Gas L. of N. Y. (quar.)	3½	April 15	Apr. 2 to Apr. 15
Fulton Mfg. Gas, B'klyn (quar.)	1½	April 13	Mar. 2 to Apr. 13
Journey & Burham, common.	2	April 1	Mar. 23 to Apr. 1
" " pref. (quar.).....	2		
Procter & Gamble, pref. (quar.)	2	April 15	Apr. 1 to Apr. 15

WALL STREET, FRIDAY, MARCH 22, 1895-5 P. M.

The Money Market and Financial Situation.—The developments of the week in Wall Street have been in the line of improvement in sentiment and conditions. Present indications generally favor a continuance of this movement, and there seems to be good ground for that belief.

There has been considerable purchasing of securities in this market for foreign account, which, with a more active demand by local investors, is unmistakable evidence of an increasing public confidence and hopefulness. This has changed the tone of the market at the Stock Exchange, and all classes of securities are higher.

The result of the conference of anthracite coal presidents regarding the condition of this industry is looked for with much interest; and it is hoped an adjustment of the present difficulties will be made, as the interests involved are so extensive.

The money market is firmer on an increasing demand, and the tendency of rates is upward.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 1½ to 3 per cent. To-day rates on call were 2 to 3 per cent. Prime commercial paper is quoted at 4 to 5½ per cent.

The Bank of England weekly statement on Thursday showed an increase in bullion of £395,070, and the percentage of reserve to liabilities was 69.85, against 70.04 last week; the discount rate remains unchanged at 2 per cent. The Bank of France shows a decrease of 2,575,000 francs in gold and an increase of 3,025,000 francs in silver.

The New York City Clearing-House banks in their statement of March 16 showed a decrease in the reserve held of \$7,558,200 and a surplus over the required reserve of \$17,598,775, against \$22,788,625 the previous week.

	1895. March 16.	Difference from Prev. week.	1894. March 17.	1893. March 18.
Capital.....	\$62,622,700		\$59,922,700	\$60,422,700
Surplus.....	71,046,800		70,690,600	69,191,600
Loans & disc'ts.	489,004,000	Dec. 325,200	443,038,100	439,304,000
Circulation.....	12,295,500	Inc. 182,000	11,308,900	5,634,000
Net deposits.....	518,496,500	Dec. 9,473,400	540,286,400	441,961,100
Specie.....	67,573,600	Inc. 349,600	98,583,400	72,133,500
Legal tenders.....	79,649,300	Dec. 7,907,900	113,785,900	44,389,900
Reserve held.....	147,222,900	Dec. 7,558,200	212,368,900	116,529,400
Legal reserve.....	129,624,125	Dec. 2,368,350	135,066,600	110,490,275
Surplus reserve	17,598,775	Dec. 5,189,850	77,302,300	6,039,125

Foreign Exchange.—The foreign exchange market has been easy in tone, with a limited demand and somewhat more liberal offerings. The tendency was towards lower quotations during the early part of the week, but with the increasing inquiry for bills for Saturday's mail the tone is firmer at the close.

To-day actual rates of exchange were as follows: Bankers, sixty days sterling, 4 87½@4 88; demand, 4 89@4 89½; cables, 4 89½@4 89½.

Posted rates of leading bankers are as follows:

March 22.	Sixty Days.	Demand.
Prime bankers' sterling bills on London..	4 88½	4 90
Prime commercial.....	4 87½@4 87½	....
Documentary commercial.....	4 87@4 87½	....
Paris bankers' (francs).....	517½@517½	515½-515½
Amsterdam (guilder) bankers.....	40½@40½	40½@40½
Frankfort or Bremen (reichmarks) b'k'ers'	95½@95½	95½@95½

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par, selling ¼@½ premium; Charleston, buying par, selling ¼ premium; New Orleans, bank, \$1.50 premium,

commercial \$1.00 discount; Chicago, 70@75c. per \$1,000 premium; St. Louis 60@75c. per \$1,000 premium.

United States Bonds.—The market for Government bonds has improved. Sales at the Board include \$89,000 5s. coupon, at 111½ to 116; \$38,500 4s. coupon, 1907, at 112½ to 112½; \$50,000 4s. reg., 1907, at 111½ to 111½ and \$18,000 4s. cou. 1925, at 120½. The following are the closing quotations:

	Interest Periods	March 16.	March 18.	March 19.	March 20.	March 21.	March 22.
2s. reg. Q.-Feb.	* 95	* 95	* 95	* 95	* 95	* 95	* 95
4s. 1907. reg. Q.-Jan.	* 111	* 111	* 111½	* 111½	* 111½	* 111½	* 111½
4s. 1907. comp. Q.-Jan.	* 112½	* 112½	* 112½	* 112½	* 112½	* 112½	* 112½
4s. 1925. reg. Q.-Feb.	* 119½	* 119½	* 120½	* 120½	* 120½	* 120½	* 120½
4s. 1925. comp. Q.-Feb.	* 119½	* 119½	* 120½	* 120½	* 120½	* 120½	* 120½
5s. 1904. reg. Q.-Feb.	* 115½	* 115½	* 115½	* 115½	* 115½	* 115½	* 115½
5s. 1904. comp. Q.-Feb.	* 115½	* 115½	* 115½	* 115½	* 115½	* 115½	* 115½
6s. cur'cy '95. reg. J. & J.	* 100	* 100	* 100	* 100	* 100	* 100	* 100
6s. cur'cy '96. reg. J. & J.	* 102	* 102	* 102½	* 102½	* 102½	* 102½	* 102½
6s. cur'cy '97. reg. J. & J.	* 105	* 105	* 105½	* 105½	* 105½	* 105½	* 105½
6s. cur'cy '98. reg. J. & J.	* 103	* 103	* 103½	* 103½	* 103½	* 103½	* 103½
6s. cur'cy '99. reg. J. & J.	* 110	* 110	* 111	* 111½	* 111½	* 111½	* 111½
4s. (Cher.) 1896. reg. March.	* 100	* 100	* 100	* 100	* 100	* 100	* 100
4s. (Cher.) 1897. reg. March.	* 100	* 100	* 100	* 100	* 100	* 100	* 100
4s. (Cher.) 1898. reg. March.	* 100	* 100	* 100	* 100	* 100	* 100	* 100
4s. (Cher.) 1899. reg. March.	* 100	* 100	* 100	* 100	* 100	* 100	* 100

* This is the price bid at the morning board, no sale was made.

United States Sub-Treasury.—The following table shows receipts and payments at the Sub-Treasury.

Date.	Receipts.	Payments.	Balances		
			Coin.	Coin & Cer's.	Currency.
Feb. 16	\$ 6,382,941	\$ 5,294,425	\$ 8,825,143	\$ 627,595	\$ 71,350,367
" 18	3,147,248	7,228,247	86,248,822	721,303	70,752,021
" 19	2,236,078	2,376,234	86,011,013	919,831	70,651,118
" 20	3,068,008	3,659,451	85,634,924	924,769	70,430,838
" 21	5,200,444	5,336,452	89,110,088	721,118	70,023,335
" 22	2,206,396	3,819,131	87,980,630	735,933	69,525,244
Total	25,241,155	27,713,938			

State and Railroad Bonds.—Sales of State bonds at the Board include \$20,000 Virginia 6s deferred trust receipts, stamped, at 6 to 6½; \$59,000 Virginia fund. debt 2-3s of 1901 at 58½ to 59½; \$5,000 Tenn. Settlement 3s at 84, and \$24,000 No. Carolina special tax, Western N. C. RR. issue, at 1½.

The railroad bond market reflects the change in the prevailing sentiment. The demand, which comes to some extent from abroad, is increasing, and extends to nearly all classes of bonds. The movement is not confined to the Stock Exchange, and the advance in prices is general. Ches. & Ohio 4½s, which closed last week at 70½, sold on Thursday at 75 and close at 74½. They have been among the most active on the list, and are said to have been purchased for a strong interest connected with the management. Atchison 4s have moved freely at a fraction above 66 and the Class A at 18 to 19. Hous. & Texas Cent. gen. mort. 4s have advanced to 64½. Kan. & Pac. Den. div. assd. have sold up to 107, a gain of 3½ points, and the 1st con. at 68, a gain of over 4 points. Mo. Kan. & Tex. 1sts and 2ds, Mob. & Ohio, N. Y. L. E. & West., No. Pacific, Ohio So., Phila. & Reading, St. Louis Southwest, Tex. & Pac. and Southern Ry. issues have all been active, and are notably higher.

Railroad and Miscellaneous Stocks.—The stock market has been more active and buoyant than usual. The movement is general, including some of the hitherto inactive stocks.

The railroad list has been most prominent, led by the grangers, the coalers and the internationals, with the result of an advance of generally from 1 to 3 points, and some specialties show a greater gain. The bituminous coal carriers are stronger, on the formal acceptance of the agreement mentioned last week, notably Ches. & Ohio, W. & Lake Erie, N. Y. Sus. & West., Col. H. V. & Tol., Tol. & Ohio Cent., and others more or less. The Southern Ry. shares have improved on the higher prices for cotton.

The following table shows the highest and lowest prices and the net gain during the week of some of the more prominent stocks:

	High-est.	Low-est.	Net gain.		High-est.	Low-est.	Net gain.
St. Paul.....	57½	55½	*1	Louisville & Nash.....	51½	47½	4
Northwest.....	92½	83½	25	New York Cent.....	95½	92½	3
Burlington.....	73½	70½	25	Ches. & Ohio.....	17½	16	1½
Rock Island.....	64½	62½	25	Southern Ry., com.....	12½	10½	2
Central of N. J.....	94½	89	5½	Do do pref.....	34	31½	2½
Reading.....	10½	8½	1½				

* Ex. dividend.

The industrial have not been so much affected by the general outside conditions, and except in some cases for special reasons changes in values are unimportant. Gen. Electric has been bought freely on a rising market, said to have been for parties generally well informed of the affairs of the company, and sold on Thursday at 35½, closing at 35 to-day, against 29½ last week.

The advance of several points in Nat. Lead has been stimulated by the earnings and favorable prospects of the company. U. S. Leather pfd. is higher, presumably on account of the increasing demand and higher prices for sole leather. Distilling & C. F. sold up to 15½ on Thursday and closes at 14½ to-day, against 12½ last week, as the result in part of a settlement with the Am. Distributing Co., the higher quotations for the product, the prospect of speedy rehabilitation and reported inside bidding up of the shares for a purpose. The movements of Am. Sugar have ranged between 96½ and 99½, closing at 98½.

NEW YORK STOCK EXCHANGE—ACTIVE STOCKS for week ending MARCH 23, and since JAN. 1, 1895.

HIGHEST AND LOWEST PRICES.

						STOCKS.	Sales of the Week, Shares.	Range for year 1895.	
Saturday, March 16.	Monday, March 18.	Tuesday, March 19.	Wednesday, March 20.	Thursday, March 21.	Friday, March 22.			Lowest.	Highest.
						Active RR. Stocks.			
3 3/4	4 1/4	3 3/4	4 1/4	4 1/4	4 1/4	Aetna Topeka & Santa Fe	20,999	3 1/2 Jan. 30	5 1/4 Mar. 22
52 1/2	51	53 1/2	54 1/2	53 1/2	54	Atlantic & Pacific	1,900	49 Mar. 8	65 1/2 Jan. 19
37 1/2	37 1/2	38 1/2	37 1/2	37 1/2	37	Baltimore & Ohio	712	33 Mar. 8	59 Jan. 12
48 1/2	48 1/2	49	48 1/2	49 1/2	49 1/2	Canadian Pacific	2,500	48 Jan. 30	50 1/2 Jan. 17
89	90 1/2	90 1/2	92 1/2	92 1/2	94 1/2	Canada Southern	61,015	81 1/2 Feb. 18	94 1/2 Mar. 22
17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	Central of New Jersey	2,201	12 1/2 Feb. 6	18 Jan. 18
16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	Central Pacific	13,057	16 Jan. 29	18 Jan. 21
146	148	146	149	146	149	Chesapeake & Ohio	147	Jan. 9	147 Jan. 9
70 1/2	71 1/2	72 1/2	72 1/2	72 1/2	73 1/2	Chicago & Alton	34,816	69 Mar. 4	73 1/2 Mar. 21
						Chicago Burlington & Quincy		50 Jan. 12	50 Jan. 12
						Chicago & Eastern Illinois		400 Jan. 31	85 Mar. 22
						Chicago Milwaukee & St. Paul	82,885	53 1/2 Mar. 9	57 1/2 Mar. 21
						Chicago & North Western	1,906	115 1/2 Mar. 22	119 Jan. 17
						Chicago Rock Island & Pacific	43,441	87 1/2 Mar. 4	97 1/2 Feb. 4
						Chicago St. Paul Minn. & Om.	514	137 Feb. 14	145 Jan. 25
						Cleveland, Cin. & St. L.	22,334	60 1/2 Jan. 3	64 1/2 Mar. 20
						Columbus & Hudson	3,015	24 1/2 Mar. 8	34 Jan. 18
						Delaware & Hudson	104 1/2	Mar. 9	112 Jan. 30
						Delaware Lackawanna & West	5,690	35 1/2 Feb. 15	39 1/2 Jan. 19
						Denver & Rio Grande	53	82 Jan. 10	85 Jan. 23
						Evansville & Terre Haute	7,386	16 Jan. 29	24 1/2 Mar. 22
						Great Northern, pref.	50	55 Jan. 9	65 Mar. 8
						Illinois Central	6,237	123 Mar. 9	133 1/2 Jan. 18
						Iowa Central	5,180	155 1/2 Mar. 8	166 1/2 Jan. 15
						Lake Erie & Western	2,437	32 1/2 Jan. 29	36 1/2 Mar. 19
						Lake Shore & Mich. Southern	311	80 Feb. 20	85 Jan. 23
						Long Island	100	100 Jan. 10	103 Jan. 9
						Louisville & Nashville	305	81 1/2 Jan. 4	90 Jan. 18
						Louisv. New Alb. & Chicago	400	5 1/2 Jan. 28	7 1/2 Mar. 21
						Manhattan Elevated, consol.	620	19 Jan. 31	23 1/2 Jan. 4
						Michigan Central	3,290	15 1/2 Feb. 11	17 1/2 Jan. 18
						Minn. & St. L., tr. reots., 2d p'd	1,705	89 Jan. 28	74 Jan. 18
						Do pref. tr. reots., 2d p'd	3,718	134 1/2 Jan. 2	140 Jan. 17
						Missouri Kansas & Texas	5,491	5 1/2 Feb. 8	8 1/2 Jan. 5
						Do pref.	40,745	46 1/2 Mar. 12	55 1/2 Jan. 15
						Missouri Pacific	1,855	6 Mar. 6	7 1/2 Jan. 18
						Mobile & Ohio	3,003	20 Jan. 4	24 1/2 Jan. 28
						Nashv. Chattanooga & St. Louis	4,429	104 Jan. 2	109 1/2 Feb. 4
						New York Central & Hudson	15	91 1/2 Mar. 4	97 Jan. 18
						New York Chicago & St. Louis	20,285	92 1/2 Mar. 15	100 1/2 Feb. 1
						Do 1st pref.	500	11 1/2 Feb. 20	13 1/2 Jan. 19
						Do 2d pref.	69	Jan. 21	70 Jan. 18
						New York Lake Erie & West'n	900	24 Feb. 1	29 1/2 Mar. 21
						Do	6,918	7 1/2 Mar. 9	10 1/2 Jan. 19
						N.Y. & N.E., tr. reots., all ins. pd	400	16 Feb. 26	23 Jan. 22
						New York New Haven & Hart.	33,752	29 Jan. 29	34 1/2 Mar. 20
						New York Ontario & Western	10	193 Mar. 20	196 Feb. 4
						New York Susq. & West., new	3,611	15 1/2 Jan. 3	17 Jan. 18
						Do	6,940	11 1/2 Mar. 22	14 1/2 Jan. 21
						Norfolk & Western	8,863	31 Feb. 28	43 1/2 Jan. 18
						Do	1,310	2 Mar. 5	5 1/2 Jan. 5
						Norfolk & Western, pref.	447	9 1/2 Mar. 4	19 1/2 Jan. 18
						Northern Pacific	4,537	2 1/2 Jan. 28	4 Jan. 2
						Do	5,094	13 Feb. 27	18 1/2 Jan. 18
						Ohio Southern		14 Mar. 12	14 Mar. 12
						Oregon R'y & Navigation Co.	569	19 Jan. 23	21 Jan. 17
						Oregon Sh. Line & Utah North	100	3 1/2 Jan. 29	6 Jan. 6
						Philadelphia & Reading	1,800	3 Feb. 4	4 Mar. 21
						Pittsburg & Reading	25,455	7 1/2 Mar. 4	13 1/2 Jan. 14
						Pittsburg & Western, pref.	923	15 Jan. 12	17 1/2 Mar. 21
						Pittsburg & Western, pref.	1,020	43 1/2 Jan. 30	49 Mar. 21
						Rio Grande Western	157 1/2	Feb. 8	160 Jan. 24
						Rome Watertown & Ogden	100	29 Feb. 1	33 1/2 Jan. 3
						St. Louis Atlantic & Terre Haute	56	113 Feb. 12	117 1/2 Jan. 21
						St. Louis Southwestern	770	35 1/2 Feb. 15	39 1/2 Mar. 20
						Do	3,013	4 1/2 Jan. 25	5 1/2 Mar. 20
						St. Paul & Duluth	8,886	8 1/2 Jan. 29	11 1/2 Mar. 20
						Do	100	18 Feb. 5	25 Mar. 22
						St. Paul Minn. & Manitoba	35	90 Feb. 4	90 1/2 Jan. 15
						Southern Pacific Co.	294	104 Mar. 11	110 Jan. 8
						Southern voting trust, cert.	2,050	17 1/2 Feb. 11	19 1/2 Jan. 2
						Do, pref. voting trust, cert.	34,819	8 1/2 Jan. 29	12 1/2 Mar. 22
						Toledo Ann Arbor & N. M.	23,182	29 1/2 Jan. 29	37 Jan. 8
						Toledo & Ohio Central	1,225	8 1/2 Jan. 30	10 1/2 Mar. 22
						Union Pacific	2,010	7 1/2 Feb. 14	34 Mar. 19
						Do	20	41 Jan. 14	41 Jan. 14
						Union Pacific	100	73 Jan. 14	81 Mar. 21
						Union Pacific Denver & Gulf	1,395	7 1/2 Mar. 14	11 1/2 Jan. 15
						Wabash	525	34 Feb. 11	4 1/2 Mar. 22
						Do	2,395	5 1/2 Mar. 6	5 1/2 Jan. 17
						Wheeling & Lake Erie	6,005	12 1/2 Jan. 29	14 1/2 Jan. 19
						Do	29,806	8 1/2 Feb. 28	12 1/2 Mar. 21
						Wis. Cen. Co., voting tr. otf.	1,150	35 Feb. 25	44 1/2 Mar. 22
						Do	1,300	2 1/2 Mar. 1	3 1/2 Mar. 22
						Miscellaneous Stocks.			
						American Cotton Oil Co.	12,265	18 1/2 Feb. 13	26 1/2 Mar. 22
						Do	1,768	62 Feb. 18	72 1/2 Mar. 22
						American Sugar Refining Co.	189,606	86 1/2 Jan. 3	103 1/2 Mar. 12
						Do	2,073	90 1/2 Jan. 8	96 1/2 Mar. 12
						American Tobacco Co.	20,366	8 1/2 Feb. 21	9 1/2 Jan. 2
						Chicago Gas Co., trust red'ts.	365	103 1/2 Feb. 27	110 Jan. 18
						Consolidated Gas Company	49,600	70 Mar. 5	78 1/2 Jan. 11
						Distilling & Cattle Feeding Co.	965	126 Jan. 29	134 Feb. 27
						General Electric Co.	154,724	7 1/2 Jan. 30	15 1/2 Mar. 22
						National Lead Co.	100,605	25 1/2 Mar. 4	35 1/2 Jan. 10
						Do	8,902	26 1/2 Feb. 16	38 Jan. 18
						North American Co.	2,498	78 1/2 Jan. 28	85 1/2 Mar. 22
						Oregon Improvement Co.	16,406	2 1/2 Jan. 30	3 1/2 Mar. 22
						Pacific Mail	908	8 Mar. 8	12 1/2 Mar. 22
						Pipe Line Certificates	3,740	20 Jan. 26	23 1/2 Jan. 18
						Pullman Palace Car Company	95 1/2	Jan. 4	108 1/2 Mar. 9
						Silver Bullion Certificates	367	154 Jan. 2	158 Mar. 20
						Tennessee Coal & Iron	55,000	60 Jan. 10	64 Mar. 18
						Do	6,057	13 1/2 Jan. 29	16 1/2 Jan. 18
						United States Cordage Co.	6,052	2 1/2 Feb. 11	8 1/2 Jan. 4
						Do	4,439	5 Feb. 11	13 1/2 Jan. 4
						United States Leather Co.	2,702	7 Feb. 27	11 1/2 Jan. 7
						Do	5,452	58 Feb. 27	67 1/2 Mar. 22
						United States Rubber Co.	2,694	38 1/2 Mar. 5	45 Jan. 2
						Western Union Telegraph	15,285	88 Jan. 29	89 Feb. 7

*These are bid and asked; no sale made. †Lowest is ex div.

NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE STOCKS. (Indicates actual sales.)

INACTIVE STOCKS † Indicates unlisted.	March 22.		Range (sales) in 1895		INACTIVE STOCKS. † Indicates unlisted.	March 22.		Range (sales) in 1895	
	Bid.	Ask.	Lowest.	Highest.		Bid.	Ask.	Lowest.	Highest.
Railroad Stocks.									
Albany & Susquehanna.....	100	168	-----	-----	Adams Express.....	100	143	147	Mar.
Belleville & South. Ill. pref.....	100	135	-----	-----	American Bank Note Co.†.....	100	42	-----	-----
Boston & N. Y. Air Line pref.....	100	102	103	Feb.	American Express.....	100	113	109	Feb.
Brooklyn Elevated f.....	100	13	15	-----	Amer. Telegraph & Cable.....	100	90 1/2	89	Mar.
Buffalo Rochester & Pittsburg.....	100	18	20	22 Jan.	Bay State Gas f.....	50	14 1/2	13	Mar.
Preferred.....	100	58	58	Jan.	Brunswick Company.....	100	-----	-----	-----
Burl. Cedar Rapids & Nor.....	100	-----	-----	-----	Chic. June Ry. & Stock Yards.....	100	-----	89	Feb.
Cleveland & Pittsburg.....	50	155	156	Jan.	Preferred.....	100	-----	-----	-----
Des Moines & Fort Dodge.....	100	5 1/2	7	5 1/2 Feb.	Colorado Coal & Iron Devel.....	100	6	4	Mar.
Preferred.....	100	30	35	30 Jan.	Colorado Fuel & Iron.....	100	23 1/2	23 1/2	Mar.
Duluth So. Shore & Atlantic f.....	100	2 1/2	3 1/2	Mar.	Preferred.....	100	50	50	Feb.
Preferred f.....	100	5 1/2	5 1/2	Mar.	Columbus & Hocking Coal.....	100	1 7/8	2 1/2	Jan.
Flint & Pere Marquette.....	100	7 1/2	11	-----	Commercial Cable.....	100	150	146	Mar.
Preferred.....	100	45	-----	-----	Consol. Coal of Maryland.....	100	28	30	Feb.
Georgia Pacific Trust Co. (at).....	100	-----	-----	-----	Dist. & Cattle Feed. cts., 1st inst. pl.	100	15 1/2	13 1/2	Mar.
Gr. Bay Win. & St. P. tr. rec.....	100	1 1/2	1 1/2	Feb.	Edison Electric Illuminating.....	97	100	94 1/2	Mar.
Preferred trust recs.....	100	1 1/2	1 1/2	Feb.	Erie Telegraph & Telephone.....	100	97	45 1/2	Jan.
Houston & Texas Central.....	100	88	88	Jan.	Interior Conduit & Ins. Co.....	100	-----	30 1/2	Feb.
Illinois Central leased lines.....	100	8 1/2	9 1/2	Jan.	Laclede Gas.....	100	25 1/2	26 1/2	Jan.
Kanawha & Michigan.....	100	14	3	3 Jan.	Preferred.....	100	82	81	Mar.
Keokuk & Des Moines.....	100	13	13 1/2	Mar.	Lehigh & Wilkesbarre Coal f.....	100	50	20	Jan.
Preferred.....	100	103	113	-----	Maryland Coal, pref.....	100	70	50	Jan.
Louisv. Evansv. & St. L. Cons.....	100	1	4	-----	Michigan Peninsula Coal Co.....	100	-----	52	Jan.
Louisv. St. Louis & Texas.....	100	1	4	-----	Preferred.....	100	-----	39 1/2	Mar.
Mahoning Coal.....	50	106	97	Feb.	Minnesota Iron.....	100	38	40	Jan.
Metropolitan Traction f.....	100	17 1/2	17 1/2	Mar.	National Linseed Oil Co.....	100	20	17 1/2	Jan.
Mexican Central.....	100	7 1/2	8 1/2	Mar.	National Starch Mfg. Co.....	100	5 1/2	5	Jan.
Morris & Essex.....	50	156	156	Feb.	New Central Coal.....	100	5	9	Jan.
New Jersey & N. Y.....	100	14	5	-----	Ontario Silver Mining.....	100	8 1/2	8 1/2	Jan.
Preferred.....	100	116 1/2	116 1/2	Jan.	Pennsylvania Coal.....	50	310	310	Jan.
N. Y. Lack. & Western.....	100	60	2	Jan.	Postal Telegraph & Cable f.....	100	62 1/2	1	2 Jan.
Norfolk & Southern.....	100	2 1/2	4	2 Jan.	Quicksilver Mining.....	100	1	3	2 Jan.
Peoria & Eastern.....	100	180	180	Jan.	Preferred.....	100	14 1/2	16 1/2	Jan.
Rensselaer & Saratoga.....	100	30	30	Mar.	Texas Pacific Land Trust.....	100	7 1/2	8 1/2	Mar.
Rio Grande Western pref.....	100	1	3	-----	U. S. Cordage, guaranteed.....	100	16	16 1/2	Feb.
Toledo Peoria & Western.....	100	1	3	-----	U. S. Express.....	100	40	42 1/2	Jan.
Toledo St. L. & Kansas City f.....	100	1	3	-----	U. S. Rubber preferred.....	100	94	92 1/2	Feb.
					Wells, Fargo Express.....	100	105	104	Feb.

* No price Friday; latest price this week. † Actual sales.

NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS MARCH 22.

SECURITIES.		SECURITIES.		SECURITIES.	
Bid.	Ask.	Bid.	Ask.	Bid.	Ask.
Alabama—Class A, 4 to 5.....	1906	105	.....	Missouri—Fund.....	1894-1895
Class B, 5s.....	1906	105	.....	North Carolina—6s, old.....	J&J
Class C, 4s.....	1906	95	.....	Funding act.....	1900
Currency funding 4s.....	1920	95	.....	New bonds, J&J.....	1892-1898
Arkansas—6s, fund, Hol. 1899-1900	2 10	170	.....	Chatham RR.....	1
do. Non-Holford.....	170	10	.....	Special tax, Class f.....	1910
7s, Arkansas Central RR.....	314	110	.....	Consolidated 4s.....	1910
Louisiana—7s, cons.....	314	110	.....	6s.....	1919
Stamped 4s.....	1914	93	95	South Carolina—4ys, 20-40.....	1933
New consols, 4s.....	1914	93	95	6s, non-fund.....	1888

New York City Bank Statement for the week ending March 16, 1895. We omit two ciphers (00) in all cases.

BANKS. (00s omitted.)	Capital	Surpl's	Loans.	Specie.	Legals.	Deposits
Bank of New York.....	\$2,000,000	\$1,988,000	\$13,070,000	\$1,380,000	\$2,340,000	\$13,020,000
Manhattan Co.....	2,000,000	1,957,500	13,429,000	1,000,000	2,405,000	13,730,000
Mechanics.....	2,000,000	1,922,200	9,574,000	1,170,000	997,000	8,257,000
Merchants.....	3,000,000	2,148,800	17,972,300	1,695,200	3,053,900	18,822,000
Phoenix.....	1,000,000	409,900	4,569,000	472,000	706,000	4,305,000
City.....	1,000,000	3,042,000	18,414,400	7,717,200	3,770,000	24,707,000
Traders.....	750,000	104,300	2,016,500	369,100	213,000	1,958,400
Chemical.....	300,000	71,400	26,464,300	3,074,300	5,229,200	27,391,300
Merchants' Exch'ge.....	600,000	140,200	3,846,100	702,800	345,000	4,163,600
Gallatin National.....	1,000,000	1,646,400	6,625,100	426,900	1,062,100	5,273,300
Butchers & Drovers.....	400,000	403,200	4,127,100	151,300	418,200	7,153,500
Mechanics' & Traders.....	200,000	179,700	1,141,700	129,600	169,600	1,088,100
Greenwich.....	600,000	483,800	3,168,000	377,500	1,130,000	3,536,600
Seventh National.....	300,000	107,500	1,580,300	260,400	273,000	1,841,300
State of New York.....	1,200,000	864,200	1,129,500	132,200	361,100	2,249,200
American Exchange.....	5,000,000	2,359,800	23,479,000	903,000	3,390,000	17,603,000
Commerce.....	5,000,000	3,519,600	21,052,400	338,200	3,675,000	15,911,400
Broadway.....	1,000,000	1,598,400	5,900,800	1,063,200	575,600	5,588,900
Merchants'.....	1,000,000	942,700	7,804,500	1,544,800	1,189,000	4,539,000
Republic.....	1,500,000	920,000	11,215,700	1,427,500	1,504,000	11,981,700
Chatham.....	450,000	984,400	5,714,900	802,900	619,100	5,070,000
People's.....	200,000	264,000	2,279,100	242,100	273,000	2,969,500
North America.....	750,000	808,300	4,105,200	418,200	908,100	4,486,000
Hanover.....	1,000,000	1,861,700	15,087,500	3,953,900	1,902,100	19,102,200
Irving.....	500,000	338,400	2,745,000	460,000	591,400	3,038,000
Citizens.....	600,000	379,100	2,793,600	423,100	315,300	3,063,000
Nassau.....	500,000	274,200	2,592,800	28,300	703,700	3,153,100
Market & Fulton.....	1,000,000	10,300	2,783,000	336,000	432,000	2,938,000
Rhoe & Leather.....	1,000,000	1,133,500	8,592,600	1,569,900	936,000	9,726,000
Corn Exchange.....	1,000,000	201,700	4,473,200	1,041,900	824,600	5,512,600
Continental.....	300,000	411,600	1,938,000	200,000	258,300	1,800,000
Oriental.....	1,500,000	5,494,700	21,838,000	3,103,000	2,900,000	21,972,000
Importers & Traders.....	2,000,000	3,066,700	26,879,000	5,415,000	3,543,400	31,670,200
Park.....	250,000	137,200	1,113,000	108,900	210,200	1,006,800
East River.....	3,200,000	1,977,000	19,886,500	541,200	4,084,500	19,254,600
Fourth National.....	2,000,000	3,131,000	9,575,000	1,556,000	1,905,000	11,320,000
Central National.....	300,000	884,200	1,440,000	941,000	962,000	6,297,000
Second National.....	750,000	368,000	3,715,900	513,300	566,900	4,085,500
Ninth National.....	500,000	719,700	26,934,500	3,838,300	2,302,700	25,893,300
First National.....	1,000,000	201,500	8,417,400	1,792,800	1,114,000	10,073,400
Third National.....	300,000	118,100	1,446,000	1,579,000	1,414,000	1,417,000
N. Y. Nat. Exchange.....	250,000	508,600	2,821,000	457,000	279,000	2,914,000
Western.....	200,000	509,700	2,969,600	692,200	223,100	3,476,900
New York County.....	750,000	264,300	2,910,300	206,200	632,600	2,808,300
German American.....	500,000	1,145,100	15,142,900	1,812,700	3,860,800	18,629,700
Chase National.....	1,000,000	1,026,300	6,702,600	767,100	1,897,500	5,590,200
Fifth Avenue.....	200,000	647,200	2,945,400	268,900	558,700	3,340,600
German Exchange.....	200,000	614,300	2,981,400	481,400	379,500	3,684,300
United States.....	500,000	528,700	5,225,000	924,700	617,600	6,144,200
Lincoln.....	300,000	516,000	5,530,300	1,063,800	1,072,800	6,675,500
Garfield.....	200,000	539,900	3,919,900	827,900	1,836,500	5,777,900
Bank of the Metrop.....	300,000	306,500	1,683,300	211,000	408,800	1,892,100
West Side.....	300,000	773,300	5,083,600	800,900	432,100	5,856,700
Seaboard.....	200,000	297,000	2,486,000	250,000	559,000	2,819,000
Sixth National.....	500,000	216,300	4,975,000	169,000	1,494,000	6,041,000
Western National.....	200,000	340,300	1,278,000	239,000	224,000	1,675,000
First Nat. Br'klyn.....	300,000	215,900	9,722,000	981,400	1,808,700	10,177,500
South National.....	300,000	868,700	4,125,000	1,230,000	700,000	4,858,000
Nat. Union Bank.....	500,000	542,100	2,672,200	84,800	913,600	2,910,700
Liberty Nat. Bank.....	1,200,000	326,600	7,756,200	604,800	3,408,000	10,076,300
N. Y. Prod. Exch'ge.....	1,000,000	313,600	3,276,400	436,700	339,400	5,259,200
Total.....	62,622,700	71,046,800	489,004,000	67,573,600	79,649,300	518,496,500

New York City, Boston and Philadelphia Banks:

BANKS.	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.	Clearings.
N. York.....	\$133,650,900	\$483,382,000	\$81,422,700	\$85,149,400	\$532,234,700	\$1,641,700
Feb. 16.....	133,650,900	483,382,000	81,422,700	85,149,400	532,234,700	1,641,700
Mar. 2.....	133,650,900	483,382,000	81,422,700	85,149,400	532,234,700	1,641,700
" 9.....	133,650,900	483,382,000	81,422,700	85,149,400	532,234,700	1,641,700
" 16.....	133,650,900	483,382,000	81,422,700	85,149,400	532,234,700	1,641,700
Boston.....	69,351,800	168,095,000	10,710,000	5,146,000	147,874,000	1,794,000
" 9.....	69,351,800	168,095,000	10,710,000	5,146,000	147,874,000	1,794,000
" 16.....	69,351,800	168,095,000	10,710,000	5,146,000	147,874,000	1,794,000
Phila.....	35,810,300	106,275,000	27,577,000	103,348,000	5,367,000	64,213,000
" 9.....	35,810,300	106,275,000	27,577,000	103,348,000	5,367,000	64,213,000
" 16.....	35,810,300	106,275,000	27,577,000	103,348,000	5,367,000	64,213,000

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Active Stocks. ‡ Indicates unlisted.	Share Prices — not Per Centum Prices.						Sales of the Week, Shares.	Range of sales in 1895.	
	Saturday, March 16.	Monday, March 18.	Tuesday, March 19.	Wednesday, March 20.	Thursday, March 21.	Friday, March 22.		Lowest.	Highest.
Atch. T. & S. Fe (Boston). 100	37 3/4	37 3/4	37 3/4	37 3/4	37 3/4	37 3/4	15,705	3 3/4 Jan. 30	5 1/4 Mar. 22
Atlantic & Pac. " 100	50	50	50	50	50	50	50	50 Jan. 23	75 Feb. 8
Baltimore & Ohio (Balt.). 100	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	50	49 1/2 Jan. 8	65 Jan. 21
Balt. City Passenger " 25	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	712	69 1/2 Mar. 11	71 Jan. 21
Baltimore Traction " 25	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	1,145	14 1/2 Jan. 28	16 1/2 Jan. 15
Baltimore Traction (Phil.). 25	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	2,453	14 1/2 Jan. 30	16 1/2 Jan. 2
Boston & Albany (Boston). 100	206 1/2	206 1/2	206 1/2	206 1/2	206 1/2	206 1/2	90	206 1/2 Mar. 13	210 1/2 Jan. 24
Boston & Lowell " 100	199	199	199	199	199	199	34	196 1/2 Jan. 2	200 Jan. 30
Boston & Maine " 100	162	162	162	162	162	162	70	160 Jan. 2	168 1/2 Jan. 28
Central of Mass. " 100	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	40	10 Mar. 2	12 Jan. 15
Chic. Bur. & Quin. " 100	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	48	70 1/2 Jan. 28	73 Jan. 9
Chic. Mil. & St. P. (Phil.). 100	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	11,930	59 1/2 Mar. 4	73 1/2 Mar. 21
Choc. Oki. & Gulf " 50	50	50	50	50	50	50	24,850	50	57 1/2 Mar. 21
Cit. St. Ry. of Ind. " 10	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	125	34 1/2 Feb. 2	42 Mar. 9
Electric Traction " 50	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	978	71 Jan. 30	87 Jan. 3
Fitchburg pref. (Boston). 100	85	85	85	85	85	85	122	82 1/2 Jan. 11	86 1/2 Feb. 6
Lehigh Valley " (Phila.). 50	30 3/4	30 3/4	30 3/4	30 3/4	30 3/4	30 3/4	2,963	27 1/2 Mar. 8	36 1/2 Jan. 3
Maine Central (Boston). 100	125	125	125	125	125	125	176	125 Jan. 7	131 Jan. 9
Metropolitan Traction (Phil.). 100	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97	97 1/2 Jan. 23	106 1/2 Jan. 3
Mexican Cent'l (Boston). 100	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	6,079	75 Jan. 31	83 Mar. 12
N. Y. & N. E. tr. rec. " 100	34 3/4	34 3/4	34 3/4	34 3/4	34 3/4	34 3/4	8,163	29 Jan. 29	34 1/2 Mar. 16
Preferred, tr. rec. " 50	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	972	59 1/2 Jan. 6	61 Jan. 2
Northern Central (Balt.). 100	3	3	3	3	3	3	60	64 Jan. 29	67 1/2 Jan. 18
Northern Pacific (Phila.). 100	3	3	3	3	3	3	6,600	2 Jan. 30	3 1/2 Jan. 8
Preferred " 100	179 1/2	180	180	180	180	180	1	180 Jan. 27	181 Jan. 18
Old Colony " (Boston). 100	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	1,876	48 1/2 Jan. 9	50 1/2 Jan. 19
Pennsylvania " (Phila.). 50	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	5,941	43 1/2 Jan. 26	53 Jan. 2
People's Traction " 50	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	30,300	3 1/2 Mar. 4	6 1/2 Jan. 15
Phila. & Reading " 50	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	6,057	82 Jan. 29	99 1/2 Jan. 2
Philadelphia Traction " 50	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	632	8 Mar. 12	11 1/2 Jan. 15
Union Pacific " (Boston). 100	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	31,744	86 1/2 Jan. 7	103 1/2 Mar. 12
Miscellaneous Stocks.									
Am. Sugar Refin. (Boston). 100	92 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	1,053	90 Jan. 8	95 Mar. 12
Preferred " 100	193	193	193	194	194	194	594	186 1/2 Jan. 15	197 Feb. 11
Bell Telephone " 25	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	3,525	33 1/2 Jan. 2	39 1/2 Jan. 25
Butte & Montana " 25	9	9	9	9	9	9	155	9 Jan. 12	11 1/2 Jan. 18
Butte & Boston " 25	275	280	280	280	285	285	139	280 Mar. 12	292 1/2 Feb. 20
Calumet & Hecla " 100	70	72	72	70	71 1/2	71 1/2	20	70 Jan. 31	91 1/2 Jan. 16
Canton Co. " (Balt.). 100	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	832	61 1/2 Jan. 30	65 1/2 Jan. 2
Consolidated Gas " 100	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	933	28 Jan. 21	34 1/2 Feb. 13
Elec. St. Ry. (Phila.). 100	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	168	28 Feb. 7	32 1/2 Mar. 18
Preferred " 100	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	199	15 Feb. 13	54 1/2 Jan. 10
Eric Telephone (Boston). 100	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	24,718	25 Mar. 4	35 1/2 Jan. 10
General Electric " 100	64	67	63	61	65	65	230	60 Feb. 5	69 1/2 Jan. 12
Lamson Store Ser. " 50	24	24	24	24	24	24	1,121	22 Feb. 28	24 1/2 Jan. 18
Lehigh Coal & Nav. (Phila.). 50	45 1/2	43	46	45 1/2	46	46	570	40 1/2 Mar. 8	49 1/2 Jan. 5
N. E. Telephone (Boston). 100	68	69	68	68	68	68	70	66 Feb. 15	70 Mar. 22
Unif'd Gas Imp. (Phila.). 50	71	71	71	71	71	71	2,005	68 1/2 Jan. 29	72 1/2 Mar. 9
Wellsbach Light " 50	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	3,691	38 1/2 Jan. 30	46 1/2 Mar. 9
West End Land " (Boston). 100	2	2	2	2	2	2	1,115	2 Jan. 30	2 1/2 Mar. 22
‡ All installments paid.									

Inactive Stocks.	Bid.	Ask.	Inactive stocks.	Bid.	Ask.	Bonds.	Bid.	Ask.
Prices of March 22.								
Atlanta & Charlotte (Balt.).	100	89	Boston United Gas, 2d m. 5s.	1939	51 52	People's Trac. trust certs. 4s.	1913	91 92
Boston & Providence (Boston).	260	265	Burl. & Mo. River Exempt 6s,	J&J	113 114 1/2	Perkman, 1st ser. 5s.	1912, Q-J	100 1/2
Carmen & Atlantic pt. (Phila.).	50	32 1/2	Non-exempt 6s. 1913,	J&J	105 105 1/2	Phila. & Erie gen. M. 5g.	1920, A&O	115 119 1/2
Catawissa " 50	3		Plain 4s. 1910,	J&J	97 97 1/2	Gen. mort. 4 g.	1920, A&O	102 102 1/2
1st preferred " 50	50		Chic. Burl. & Nor. 1st 5s.	1926, A&O	104 104 1/2	Phila. & Reading new 4 g.	1958, J&J	71 71 1/2
Central Ohio " (Balt.).	50	50 1/2	2d mort. 6s. 1918,	J&J	97 98	1st pref. income, 5s.	1958, Feb. 1	22 22 1/2
Connecticut & Pass. (Boston).	100	135 1/2	Debtenture 6s. 1896,	J&J	96 97	2d pref. income, 5s.	1958, Feb. 1	12 12 1/2
Connecticut River " 100	240	250	Chic. Burl. & Quincy 4s.	1922, F&A	93 93 1/2	3d pref. income, 5s.	1958, Feb. 1	8 8 1/2
Consol. Traction of N. J. (Phila.).	100	28	Iowa Division 4s. 1919,	A&O	97 98 1/2	2d, 5s. 1933,	A&O	118 118 1/2
Delaware & Bound Br. " 100	163		Chic. & W. Mich. gen. 5s.	1921, J&J	65 70	Consol. mort. 7s.	1911, J&J	126 126 1/2
Flint & Pere Marq. (Boston).	100	11 12	Consol. of Vermont, 5s.	1913, J&J	85 1/2 87	Consol. mort. 6 g.	1911, J&J	116 116 1/2
Preferred " 100	30	31	Current River, 1st 5s.	1927, A&O	80 80	Improvement M. 6 g.	1897, A&O	103 103 1/2
Houstonville Passenger (Phila.).	50	59 1/2	Det. Lana. & Nor. M. 7s.	1907, J&J	61 63	Con. M. 5 g. stamped, 1922,	M&N	95 98
Preferred " 50	72		Eastern 1st mort. 6 g.	1906, M&S.	120 121	Terminal 5s. g.	1911, Q-F	101 101 1/2
Hunt & Broad Top " 50	32 1/2	35 1/2	Free. Elk. & M. V. 1st 6s.	1933, end.	125 126	Phil. Wilm. & Balt. 4s.	1917, A&O	102 102 1/2
Preferred " 50	50 1/2		K. C. C. & Spring, 1st 5g.	1925, A&O	60 75	Pitts. C. & St. L. 7s.	1900, F&A	115 115 1/2
Kan. Cy. F. T. & Mem. (Boston).	100	10 15	K. C. F. & M. con. 6s.	1928, M&N	93 95	Rochester Railway, con. 5s.	1930	104 104 1/2
Preferred " 100	40	50	K. C. Mem. & Bir. 1st 2s.	1927, M&S	50 52	Schuyl. R. E. Side, 1st 5 g.	1935, J&J	108 108 1/2
Little Schuylkill " (Phila.).	50	64 1/2	K. C. St. Jo. & C. B. 7s.	1907, J&J	120 121	Union Terminal 1st 5s.	F&A	
Mine Hill & S. Haven " 50	64 1/2	65	L. Rock & Ft. S. 1st 7s.	1905, J&J	103 105			
Nesquehoning Val. " 50	50		Louis. Ev. & St. L. 1st 6g.	1926, A&O	103 103 1/2	Bonds, Baltimore.		
North American Co. " 100	47 1/2	5 1/2	2m. 5-6 g. 1912, 1926,	A&O	90 93	Atlanta & Chas. 1st 7s.	1907, J&J	119 120
North Pennsylvania. " 50	84		Mar. H. & Ont. 6s. 1925,	A&O	104 104 1/2	Baltimore Belt, 1st 5s.	1900, M&N	99 100 1/2
Oregon Short Line " (Boston).	100	5 1/2	Mexican Central, 4 g. 1911,	J&J	59 59 1/2	Balt. C. Pass. 1st 5s.	1911, M&N	115 116 1/2
Pennsylvania & N. W. (Phila.).	50	40	1st consol. incomes, 2 g. non-cum.		13 1/2 13 1/2	Balt. Traction, 1st 5s.	1929, M&N	106 106 1/2
Phila. & Erie " 50	20	20 1/2	2d consol. incomes, 3 g. non-cum.		6 7	Exten. & Impt. 6s.	1901, M&S	102 103 1/2
Butland " (Boston).	100	2 2 1/2	N. Y. & N. Eng., 1st 7s.	1905, J&J	114 114 1/2	No. Balt. D. v. 5s.	1942, J&J	105 106 1/2
Preferred " 100	70	73	1st mort. 6s. 1905,	J&J	107 107 1/2	Baltimore & Ohio 4g.	1935, A&O	102 103
Southern " (Balt.).	100	11 12	2d mort. 6s. 1902,	F&A	104 105	Pitts. & Conn. 5 g.	1925, F&A	104 105
Preferred " 100	34	35	Ogden & L. C. Con. 6s.	1920, A&O	105 105 1/2	Staten Island, 2d 5 g.	1926, J&J	105 106 1/2
West End " (Boston).	50	61 1/2	Inc. 6s. 1920, 1920,	A&O	103 104	Bal. & Ohio 2 W. 1st 4s.	1900, J&J	105 106 1/2
Preferred " 50	87 1/2	88	Rutland, 1st 6s. 1902,	M&N	110 110 1/2	Cape F. & Yad. Ser. A,	6s. 1916, J&J	73 73 1/2
United Cos. of N. J. (Phila.).	100	235	2d, 5s. 1898,	F&A	101 101 1/2	Series B, 6 g.	1916, J&J	58 60
West Jersey " 50	54		Bonds, Philadelphia.			Series C, 6 g.	1916, J&J	58 60
West Jersey & Atlan. " 50	27		Allegheny Val. 7 1/2-10,	1896, J&J	103 104	Cent. Ohio, 4 g.	1930, M&S	102 103
Western N. Y. & Penn. " 100	6 1/2	6 1/2	Atlantic City 1st 5s. g.	1919, M&N	100 100	Cent. Pass., 1st 5s.	1932, M&N	110 110 1/2
Wilmington & Weldon (Balt.).	100	3	Belvidere Del. 1st 5s.	1902, J&J	110 110	City & Sub., 1st 5s.	1922, J&J	108 108 1/2
Wisconsin Central " (Boston).	100	3	Buffalo Ry. con. 1st 5s.	1931	113 114	Charl. Col. & Aug. ext. 5s.	1910, J&J	104 105
Preferred " 100	25	25	Catawissa, M. 7s. 1900,	F&A	105 105 1/2	Col. & Greeny., 1st 5s.	1917, J&J	106 107 1/2
Worcutt, Nash. & Roch. " 100	120	125	Choc. Oki. & Gulf, p. 100,	F&A	105 105 1/2	Ge. Car. & Nor. 1st 5 g.	1929, J&J	79 80
			Citizens' St. Ry. of Ind. con. 5s.	1933	85 85 1/2	Georgia Pac., 1st 5-6s.	1922, J&J	108 108 1/2
			Columb. St. Ry., 1st, con. 5s.	1932		North. Cent. 6s.	1900, J&J	111 112 1/2
			Columb. O. Crosswain, 1st 5s.	1933		6s. 1904, J&J	115 115 1/2	
			Consol. Traction of N. J., 1st 5s.	1933	80 82 1/2	Series A, 5s. 1926,	J&J	115 115 1/2
			Del. & B'd Brk., 1st 7s.	1905, F&A	126 1/2	4th Series, 3-4-5s.	1921, M&S	101 102 1/2
			Eaton & Am. 1st m. 5s.	1920, M&N	109 1/2	Piedmont & Va. 1911,	F&A	99 100 1/2
			Elm. & Wilm., 1st 6s.	1910, J&J	118 1/2	Pitts. & Connell, 1st 7s.	1895, J&J	107 108
			Huntville M. & F., con. 5s.	1924	109 109 1/2	Southern, 1st 5s.	1994, J&J	58 58 1/2
			Hunt. & Br'd Top, Con. 5s.	95, A&O	101 1/2	Virginia Mid., 1st 6s.	1906, M&S	112 112 1/2
			Lehigh Nav. 4 1/2s.	1914, Q-J	110 111	2d Series, 6s.	1911, M&S	114 115 1/2
			2d 6s, nov. 1897,	J&J	108 1/2	3d Series, 6s.	1916, M&S	109 112
			Lehigh mort. 6s. 1924,	F&A	105 105 1/2	4th Series, 3-4-5s.	1921, M&S	101 102 1/2
			Lehigh Val. Coal 1st 5s.	1913, J&J	106 106 1/2	5th Series, 5s.	1926, M&S	101 102 1/2
			Lehigh Valley, 1st 6s.	1898, J&J	109 109 1/2	West. Va. 1st 5 g.	1911, J&J	109 110
			2d 7s. 1910,	M&S	133 1/2	W. Va. C. C. Consol. 9	1914, J&J	109 110
			Consol. 6	1922, J&J	133 1/2	Wilm. Col. & Aug., 6s.	1910, J&J	116 116 1/2
			Newark Passenger, con. 5s.	1930	99 100	MISCELLANEOUS.		
			North Penn. 1st 7s.	1896, M&N	105 1/2	Baltimore Water 5s.	1916, M&N	122 123
			Gen. M. 7s.	1903, J&J	123 123 1/2	Funding 5s.	1916, M&N	102 103
			Pennsylvania gen. 6s.	1910, F&A	153 153 1/2	Exchange 3 1/2s.	1930, J&J	102 103
			Consol. 6s. 0	1919, F&A	16 16 1/2	Virginia (State) 3s.	new 1932, J&J	72 73 1/2
			Consol. 5s. 1919,	F&A	106 106 1/2	Funded debt, 2-3s.	1913, J&J	58 59
			Collat. Tr. 4 1/2s.	1913, J&J	116 116 1/2	Chesapeake Gas, 6s.	1900, A&O	105 106
			Pa. & N. Y. Canal, 7s.	1906, J&J	125 1/2	Consol. Gas, 6s.	1910, J&J	105 106 1/2
			Con. 5s.	1939, A&O	109 109 1/2	5s.	1939, J&J	106 106 1/2
						Equitable Gas, 6s.	1913, A&O	

NEW YORK STOCK EXCHANGE PRICES (Continued)—ACTIVE BONDS MAR. 22 AND FOR YEAR 1935.

RAILROAD AND MISCEL. BONDS.				RAILROAD AND MISCEL. BONDS.				
Inter'l Period		Closing Price Mar. 22.	Range (sales) in 1935.	Inter'l Period		Closing Price Mar. 22.	Range (sales) in 1935.	
			Lowest.	Highest.			Lowest.	Highest.
Anst. Cotton Oil, deb., 8g. 1900				Q-F	112	110 1/4 Feb.	113 Jan.	
At. Top. & S. F.—100-yr. 4g. 1989				J & J	66 1/4	62 1/4 Mar.	67 Jan.	
2d 5-4s. & Cl. "A" 1989				A & O	18 1/4	16 1/4 Mar.	20 1/4 Jan.	
Col. Midland—Cons., 4 g. 1940				F & A	20	18 Mar.	21 1/4 Jan.	
Atl. & Pac.—Guar., 4 g.—1937				J & J	47 1/4	44 1/4 Jan.	49 Jan.	
W. D. Income, 6s.—1910				J & J	27 1/4	25 1/4 Feb.	3 Jan.	
Brooklyn Elev.—1st, 6 g.—1924				A & O	94	86 Mar.	93 1/4 Mar.	
Union Elevated—6 g.—1937				M & N	91 b.	84 1/4 Mar.	91 1/4 Mar.	
Canada Southern—1st 5s. 1908				J & J	109 b.	100 Jan.	111 Jan.	
2d 5s.—1913				M & S	103 1/4	103 1/4 Mar.	107 Jan.	
Cent. Ga.—S. & W. 1st con. 5s. 1929				J & J	112 b.	111 1/4 Feb.	112 Feb.	
Central of N. J.—Cons., 7s. 1899				Q-F	112 b.	111 1/4 Feb.	112 Feb.	
Consol., 7s.—1902				M & N	119 1/4	119 1/4 Jan.	121 Jan.	
General mortgage, 5 g.—1900				J & J	111	111 Jan.	112 1/4 Jan.	
Leh. & W. B. con., 7s. 1900				Q-F	103 b.	101 1/4 Mar.	108 Jan.	
Mortgage 5s. 1912				M & N	87	85 Mar.	92 Jan.	
Am. Dock & Imp., 5s.—1921				J & J	112 1/4	111 1/4 Feb.	114 1/4 Jan.	
Central Pacific—Gold, 6s. 1898				J & J	103 b.	102 1/4 Jan.	103 1/4 Jan.	
Ches. & Ohio—Ser. A, 6 g. 1908				A & O	119 b.	119 1/4 Jan.	121 Feb.	
Mortgage, 6 g.—1911				A & O	120	117 1/4 Feb.	120 Mar.	
1st consol., 5 g.—1939				M & N	106	104 1/4 Feb.	107 1/4 Jan.	
General 4 1/4s. g.—1932				M & S	74 1/4	69 1/4 Mar.	75 1/4 Jan.	
R. & A. Div., 1st con., 4g. 1989				J & J	94	91 Feb.	94 Jan.	
2d con., 4g. 1989				J & J	83 b.	81 Feb.	84 Jan.	
Eliz. Lex. & Big San.—5g. 1902				M & S	97 b.	95 Mar.	99 1/4 Jan.	
Chic. Burl. & Q.—Con., 7s. 1903				J & J	118 1/4	118 Mar.	121 Jan.	
Debutent, 5s.—1913				M & N	98 b.	98 1/4 Mar.	101 Jan.	
Convertible 5s.—1903				M & S	99 1/4	99 1/4 Mar.	104 Jan.	
Denver Division 4s.—1922				F & A	94 b.	93 1/4 Feb.	96 1/4 Jan.	
Nebraska Extension, 4s.—1927				M & S	88 1/4	86 1/4 Feb.	92 1/4 Jan.	
Han. & St. Jos.—Cons., 6s. 1911				M & S	115 1/4	115 1/4 Mar.	120 1/4 Jan.	
Chic. & E. Ill.—1st, 5s. 1907				J & D	116	114 1/4 Feb.	116 1/4 Jan.	
Consol., 6 g.—1934				A & O	124 b.	124 Jan.	125 1/4 Jan.	
General consol., 1st, 5s. 1937				M & N	97 1/4	96 Feb.	93 1/4 Jan.	
Chicago & Erie—1st, 5 g. 1982				M & N	85 1/4	77 Mar.	86 Jan.	
Income, 5s.—1982				Oct.	18 b.	15 1/4 Mar.	23 Jan.	
Chic. Mil. & St. P.—1st, 5 g. 1937				J & J	94 b.	90 1/4 Jan.	94 1/4 Feb.	
Chic. Mil. & St. P.—2d, 5 g. 1937				J & J	123	125 Feb.	126 Jan.	
1st, Southwest Div., 6s. 1909				J & J	114 b.	114 1/4 Mar.	116 1/4 Jan.	
1st, So. Minn. Div., 6s. 1910				J & J	115 b.	115 Mar.	117 1/4 Jan.	
1st, Ch. & Pac. W. Div., 5s. 1921				J & J	111 1/4	109 1/4 Feb.	112 1/4 Jan.	
Chic. & Mo. Riv. Div., 5s. 1926				J & J	108 a.	104 Feb.	105 1/4 Jan.	
Wisc. & Minn., Div., 5 g. 1921				J & J	108 b.	107 1/4 Jan.	109 1/4 Feb.	
Terminal, 5 g.—1914				J & J	109 b.	108 1/4 Feb.	109 1/4 Jan.	
Gen. M., 4 g., series A.—1989				J & J	87 1/4	87 Feb.	88 1/4 Jan.	
Mil. & Nor.—1st con., 6s. 1913				J & D	117 b.	116 Jan.	120 Feb.	
Chic. & N. W.—Consol., 7s. 1915				Q-F	138 b.	139 Feb.	143 Jan.	
Coupon, gold, 7s.—1902				J & D	121 b.	121 Mar.	123 1/4 Feb.	
Sinking fund, 6s.—1929				A & O	125	125 Jan.	126 Jan.	
Sinking fund, 5s.—1929				A & O	109 1/4	109 1/4 Jan.	110 1/4 Jan.	
Sinking fund, debent., 5s. 1933				M & N	107 b.	106 1/4 Jan.	110 Jan.	
25-year debenture, 5s.—1908				M & N	106 1/4	106 1/4 Jan.	108 Jan.	
Extension, 4s.—1926				F & A	99	99 Mar.	102 1/4 Feb.	
Chic. E. L. & Pac.—6s. coup. 1917				J & J	126 b.	126 Jan.	127 1/4 Feb.	
K. Extension and col., 5s.—1934				J & J	101 1/4	100 Feb.	103 Jan.	
30-year debenture, 5s.—1921				M & S	85 1/4	84 Mar.	91 1/4 Jan.	
Chic. St. P. M. & O.—6s.—1930				J & D	124 b.	122 Feb.	127 Mar.	
Cleveland & Canton.—5s. 1917				J & J	83 b.	82 Feb.	86 1/4 Mar.	
C. C. & I.—Consol., 7 g. 1914				J & D	122	122 Jan.	122 Jan.	
General consol., 6 g.—1934				J & J	119 b.	119 Feb.	122 1/4 Jan.	
C. C. & St. L.—Peo. & E., 4s. 1940				A & O	75 1/4	74 Mar.	77 Jan.	
Income, 4s.—1990				April.	13 1/4	13 1/4 Jan.	13 1/4 Jan.	
Pl. Coal & Iron—6 g.—1900				F & A	94 b.	93 Jan.	94 Jan.	
Col. H. Val. & Tol.—Con., 5 g. 1931				M & S	86 1/4	86 Mar.	92 Jan.	
General, 6 g.—1904				J & J	89 b.	88 Jan.	94 Mar.	
Denver & Rio Gr.—1st, 7 g. 1900				M & N	114 1/4	114 1/4 Feb.	115 Jan.	
1st consol., 4 g.—1936				J & J	82 1/4	79 Jan.	82 1/4 Mar.	
Dul. So. Sh. & Atl.—5 g.—1937				J & J	90 1/4	90 Feb.	99 1/4 Jan.	
Ft. W. & Den. City—6 g.—1921				J & D	70 b.	65 Feb.	74 1/4 Jan.	
Gal. H. & San An. M. & P. 1st, 5g. 1921				M & N	91 b.	91 Jan.	92 Mar.	
Gen. Electric, deb. 5s. g.—1922				J & D	89	87 Jan.	93 1/4 Jan.	
Hous. & T. Cent., gen. 4s. g.—1921				A & O	61 1/4	61 Feb.	64 1/4 Mar.	
Illinois Central—4 g.—1932				A & O	101 1/4	101 1/4 Jan.	101 1/4 Jan.	
4s. g.—1953				M & N	97 b.	98 Jan.	98 1/4 Jan.	
Int. & Great Nor.—1st, 6 g. 1919				M & N	117 1/4	117 Feb.	119 Jan.	
2d 4s.—1909				M & S	70 1/4	67 1/4 Mar.	71 1/4 Jan.	
Iowa Central—1st, 5 g.—1938				J & D	86 a.	84 1/4 Mar.	86 Jan.	
K. & O. Mobile, 1st, 6 g.—1930				J & J	116 b.	115 1/4 Feb.	120 Jan.	
2d " " 2d " " 1930				J & J	109	108 Mar.	109 Jan.	
General, 6 g.—1930				J & D	114	114 Feb.	117 Jan.	
Jash. Fl. & S. C.—1st, 5 g. 1937				F & A	75 b.	71 1/4 Mar.	77 Jan.	
Kentucky Central—4 g. 1987				J & S	85	83 Jan.	85 Feb.	
Louis. N. A. & Ch.—1st, 6s. 1910				J & J	110 b.	106 Jan.	110 Jan.	
Consol., 6 g.—1916				A & O	86 1/4	93 1/4 Feb.	97 1/4 Mar.	
Louis. St. L. & Texas—6 g. 1917				F & A	56 b.	55 Feb.	60 Mar.	
Manhattan Central, 4s.—1990				A & O	97 b.	96 Jan.	98 Jan.	
Metro. Elevated.—1st, 6 g. 1908				J & J	119	118 Jan.	121 1/4 Feb.	
2d, 6s.—1899				M & N	108 1/4	107 1/4 Jan.	109 Feb.	
N. Cent.—1st, cons., 7s. 1902				M & N	121	119 Jan.	121 1/4 Jan.	
Consol., 5s.—1902				M & N	106 b.	104 1/4 Jan.	108 1/4 Jan.	
Lake Sh. & W.—1st, 6 g. 1921				M & N	130 a.	128 1/4 Jan.	131 Feb.	
L. & Imp., 5s.—1929				F & A	110 b.	110 Mar.	115 Jan.	
K. & E.—1st, 5 g., 6 g. 1942				A & O	87	81 Jan.	87 1/4 Mar.	
K. & Texas—1st, 4s. g.—1930				F & A	82	79 1/4 Feb.	83 Mar.	
Pac. 4s. g.—1920				F & A	50 1/4	48 Mar.	51 Mar.	
Pac. 4s. g.—1920				M & N	90	83 Mar.	95 Jan.	
7s.—1906				M & N	106 b.	103 Mar.	103 Mar.	
7s. of Mo.—1st, ex., 4 g. 1938				F & A	101 a.	101 Feb.	104 Jan.	

NEW YORK STOCK EXCHANGE PRICES.—INACTIVE BONDS—(Continued)—MARCH 22.

SECURITIES		Bid.	Ask.	SECURITIES		Bid.	Ask.	SECURITIES		Bid.	Ask.
Cent. R.R. & Bank—Col. g. 5s. 1897	95			Fla. Cen. & Pen.—1st g. 5s. 1913	105			Norfolk & South'n—1st, 5s, g. 1941	107	111	
Cent. of N. J.—Conv. deb., 6s. 1908	117			1st con. g. 5s. 1943	98			Norfolk & West—General, 6s. 1931	110		
Central Pacific—Gold bds, 6s. 1895	100			St. Worth & R. G.—1st g. 5s. 1928	58			New River 1st, 6s. 1932	108		
Gold bonds, 6s. 1896	100			Gal. Har. & San Ant.—1st, 6s. 1910				Imp. & Ext., 6s. 1934			
Gold bonds, 6s. 1897	101			2d mort., 7s. 1905				Adjustment M., 7s. 1924			
San Joaquin Br., 6s. 1909	104			Gal. Car. & Nor.—1st, gu. 5s, g. 1929				Equipment, 5s. 1908	60		
Mort. gold 5s. 1900	90			Gen. So. & Fla.—1st, g. 6s. 1927				Clutch Val. 1st 5s. 1957	55		
Land grant, 5s, g. 5s. 1818	102			Grand Rap. & Ind.—Gen. 5s. 1924	7	15		Roanoke & So.—1st, gu. 5s, g. 1922	71		
Cal. & O. Div., ext. g. 5s. 1911	102			G. B. W. & St. P.—1st, con. 5s. 1911	48	65		Scioto Val. & N. E.—1st, 4s. 1990	71		
West. Pacific—Bonds, 6s. 1899	102			2d inc. 4s. 1906	4			Ohio & Miss.—2d consol. 7s. 1911	118		
No. Railway (Cal.)—1st, 6s. 1907	90			Housatonic—Cons. gold 5s. 1937	123			Spring Div.—1st 7s. 1905			
50-year 5s. 1938	90			N. Haven & Derby, Cons. 5s. 1918				General 5s. 1932			
Ches. & O.—Pur. M. fund, 6s. 1898	106			Hous. & T. C.—Waco & N. 7s. 1903				Ohio River RR.—1st, 5s. 1936	101		
Crake Valley—1st, g. 5s. 1940				Cons. g. 5s (int. gtd.) 1912	105			Oregon & Calif.—1st, 5s, g. 1927	75		
Warm Spr. Val., 1st, g. 5s. 1941				Debut. 6s, prin. & int. gtd. 1897	100			Oreg. Ry. & Nav.—Col. tr. g. 5s. 1919			
C. & O. Div.—1st 6s, g. 1911				Debut. 4s, prin. & int. gtd. 1897	109			Penn. P. C. & St. L. Cn. g. 4s. 1940	107		
Id. 6s. 1911				Illinois Central—1st, g. 4s. 1931	110			Do do Series B. 1907	107	108	
Oh. V.—Gen. con. 1st, gu. 5s. 1938	115			1st, gold, 3 1/2s. 1951	100			P. C. & St. L.—1st, g. 7s. 1900			
Cal. & Alton—S. F., 6s. 1903	115	117		Cairo Bridge—4s. 1950	102			Pitts. Ft. W. & C.—1st, 7s. 1912	139		
Louis. & Mo. River—1st, 7s. 1900	113			Springf. Div.—Coups. 6s. 1898	103			2d, 7s. 1912	137		
2d, 7s. 1900	110			Middle Div.—Reg. 5s. 1911	103			3d, 7s. 1912	137		
St. L. Jacks. & Chic.—2d, 7s. 1907	107			C. St. L. & N. O.—1st, g. 7s. 1897	109			Ch. St. L. & P.—1st, con. 5s, g. 1932	118		
M. & R. Bridge—1st, s. l., 6s. 1912	106			1st, consol., 7s. 1897	109	110		Clev. & P.—Cons., s. fd., 7s. 1900	118	120	
Ch. & Burl. & Nor.—1st, 6s. 1912	106			2d, 6s. 1907				Gen. 4 1/2s, g. "A" 1942			
Debuture 6s. 1896	95			Gold, 5s, coupon 1951	115	118		St. L. V. & T. H.—1st, 6s. 7s. 1897	105		
Ch. & Burling. & Q.—5s, s. f. 1901	105			Memp. Div., 1st g. 4s. 1951	110	120		2d, 7s. 1898	110		
Iowa Div.—Sink. fund, 5s. 1919	98			Ced. Falls & Minn.—1st, 7s. 1907				2d, guar., 7s. 1898	107		
sinking fund, 4s. 1919	98			Ind. D. & Spr.—1st 7s, ex. cp. 1906				Ch. R. & E. Ext.—1st, 4 1/2s, g. 1941	107	108	
"ain. 4s. 1921	86			Ind. D. & W.—1st 5s, g. tr. rec. 1947				Peo. & Ind. B. & W.—1st, pt. 7s. 1900			
Chic. & Indiana Coal—1st 5s. 1936	105			2d, 5s, gold, trust receipts. 1948				Ohio Ind. & W.—1st, pt. 5s. 1938			
Chl. Mil. & St. P.—1st, 5s, P. D. 1898	113	116		Ind. Ills. & Iowa—1st, g. 4s. 1939				Peoria & Pek. Union—1st, 6s. 1921	110		
sat. 7 1/2-10s, P. D. 1898	121	122		Int. & G. N. N.—3d, 4s, g. 1921	21	26		2d mortg., 4 1/2s. 1921	60	67	
1st, 7 1/2-10s, P. D. 1898	114	116		Kings Co. F. El.—1st, 5s, g. 1929	47	65		Pitts. Cleve. & Tol.—1st, 6s. 1922			
1st, I. & M. 7s. 1899	115	118		Lake Erie & West.—2d g. 5s. 1941	103			Pitts. & L. Er.—2d g. 5s, "A" 1928			
1st, I. & M. 7s. 1899	121	125		L. S. & M. Sou.—B. & E.—New 7s. 198	110			Pitts. Me. K. & Y.—1st 6s. 1932			
1st, I. & D. Extension, 7s. 1908	126			Det. M. & T.—1st, 7s. 1906				Pitts. Painsv. & F.—1st, 5s. 1916	92	96	
1st, La. C. & Dav., 5s. 1919	121	123		Lake Shore—Div. bonds, 7s. 1899	113	113		Pitts. Shen. & L. E.—1st, g. 5s. 1940			
1st, H. & D. 5s. 1919	106			Kal. All. & G. R.—1st, gu. 5s. 1938	113			1st consol. 5s. 1943			
1st, H. & D. 5s. 1919	106			Mahon's Coal RR.—1st, 5s. 1934	113			Pitts. & West.—M. 5s, g. 1891-1941			
Chicago & Pacific Div., 6s. 1910	117			Lehigh V. N. Y.—1st gu. 4 1/2s. 1940	98	101		Pitts. Y. & N. A.—1st, 5s, con. 1927			
General Point Div. 5s. 1910	107			Lehigh V. Term.—1st, gu. 5s. 1941	108	109		Pres. & Ariz. Cent.—1st, 6s, g. 1916			
O. & L. Sup. Div., 6s. 1921				Lehigh V. Y Coal—1st 5s, g. 1933				2d income 6s. 1916			
Pargo & South., 6s. Assu. 1924				Lehigh V. Y Coal—1st 5s, g. 1916				Rio Grande So.—1st, g. 5s. 1940			
Ind. con. sink. fund, 5s. 1916				Little Rock & M.—1st, 5s, g. 1947				St. Jos. & Gr. Ia.—2d inc. 1925			
Dakota & Gt. South., 5s. 1916	105			Long Island—1st, 7s. 1898	110			St. L. & Omaha—1st, 5s. 1927	113		
Mil. & Nor. main line—6s. 1910	105			Perry 1st, g. 4 1/2s. 1932	95			St. L. A. & T. H.—Term. 5s. 1914	104	105	
Chic. & Norw.—30-year deb. 5s. 1921	107	107		Gold 4s. 1932				Bellev. & Car. Ill.—1st, 8s. 1896	106		
Escanaba & L. S. 1st, 6s. 1901				N. Y. & R. Way B.—1st, g. 5s. 1927	37	43		Bellev. & Car.—1st, 6s. 1923			
Doe M. & Minn.—1st, 7s. 1907				2d mortg., inc. 1927				Chi. St. L. & Pad.—1st, g. 5s. 1917	97		
Iowa Midland—1st, 7s. 1900				N. Y. & Man. Beach.—1st, 7s. 1897				St. Louis So.—1st, g. 4s. 1931	80		
Peninsula—1st, conv., 7s. 1898				N. Y. & M. B.—1st, con. 5s, g. 1935				do 2d income, 5s. 1931	80		
Ohio & Milwaukee—1st, 7s. 1898	109			Brookl. & Montauk—1st, 6s. 1911				Car. & Shawt.—1st, g. 4s. 1932	80		
Win. & St. P.—2d, 7s. 1907				1st, 5s. 1911				St. L. & S. F.—2d 6s, g. cl. A. 1906	91	94	
Mil. & Mad.—1st, 6s. 1905				No. Shore Br.—1st, con. 5s, g. 1932	106			Gen. 5s. 1931			
Ort. C. F. & St. P.—1st, 5s. 1909	115			Louis. Evans. & St. L.—Con. 5s. 1939	23	25		1st, trust, gold, 5s. 1987			
Western Ill.—1st, 5s. 1910	105			Louis. & Nash.—Cecil Br. 7s. 1907	105	107		Kan. City & S.—1st, 6s, g. 1916			
Ch. R. & P.—D. M. & F. D. 1st 4s. 1915	57	60		E. H. & Nash.—1st 6s, g. 1919	114			Ft. S. & V. B. Bg.—1st, 6s. 1910	85		
Extension, 4s. 1905				Pensacola Division, 6s. 1920				Kansas Midland—1st, 4s, g. 1937			
Kokopuk & Des M.—1st, 5s. 1923	96	100		St. Louis Division, 1st, 6s. 1921	120			St. Paul & Duluth—1st, 5s. 1931			
Chic. St. P. & Minn.—1st, 6s. 1912	127			2d, 3s. 1920	110			2d mortgage 5s. 1917	103		
St. Paul & S. C.—1st, 6s. 1919	127	129		Nashv. & Decatur—1st, 7s. 1900	111	111		St. P. & Minn. & M.—1st, 7s. 1900	112		
St. Paul & W. Ind.—1st, 6s. 1912	107			S. L. 6s.—St. N. Ala. 1910	105			2d mort., 6s. 1909	118	119	
General mortgage, 6s. 1932	115			10-40, gold, 6s. 1924	108			Minneapolis Union, 1st, 6s. 1922			
Ch. Ham. & D.—Con. s. l., 7s. 1905	118			50-year 5s, g. 1937				Mont. Cen.—1st, guar., 6s. 1937	113		
Id. gold, 4 1/2s. 1937				Pens. & At.—1st, 6s, gold. 1921	102			1st guar. g. 5s. 1937	98	99	
Ch. D. & Irn.—1st, gu. 5s, g. 1941	101	103		Collat. trust, 5s. 1931	100			East. Minn.—1st div. 1st 5s. 1908			
Clev. A. & C.—Eq. & 2d 6s. 1930				Lou. N. Alb. & Ch.—Gen. m. g. 5s. 1940	68			Wilmar & Sioux F.—1st, g. 5s. 194			
C. C. & L. L., Cairo div.—4s. 1939				Manhattan Ry.—Cons. 4s. 1990	97	99		San Fran. & N. P.—1st, g. 5s. 1919			
St. Louis Div.—1st, 6s. 1930	91			Memphis & Charl.—6s, gold. 1924				southern Railway			
Spring. & Col. Div.—1st, g. 4s. 1940	59			1st, con. Tenn. den. 7s. 1915				Ala. & Char.—1st, pref. 7s. 1897	102		
White W. Val. Div.—1st, g. 4s. 1940				Mexican Cent. Consol.—4s, g. 1911				Income, 6s. 1900	100		
Ch. Wab. & M. Div.—1st, g. 4s. 1991	94	95		1st, cons. income 3s, g. 1939				Colum. & Green.—1st, 5s. 1916	103		
Int. St. L. & C.—1st, g. 4s. 1936				Mex. International—1st, 4s, g. 1942	68			E. & W. V. & G. A.—Div. 5s. 1930	108	110	
Consol. 6s. 1920				Mexican National—1st, g. 6s. 1927	27			Rich. & Dan.—Eq. s. f. g. 5s. 1909	94		
Ch. S. & C.—Con. 1st, g. 5s. 1928	113	113		2d, income, 6s. "A" 1917				Deben. 5s, stamped 1927	86	92	
Ch. S. C. & Ind.—1st, 7s. s. f. 1899				Michigan Central—6s. 1909				Vir'a Mid.—Serial ser. A, 6s. 1906			
Consol. sink. fund, 7s. 1914				Coupon, 5s. 1931	115			Series B, 6s. 1911			
Chic. & Spr.—1st, C. C. & L. 7s. 1901				Mortgage 4s. 1931	99			Sales C. 6s. 1916			
Cleve. Lorain & W.—1st, 5s. 1931	106	107		Bat. & St. L.—1st, 6s. 1939	104	107		Series D, 4-5s. 1921			
Cleve. & Mah. V.—Gold, 5s. 1938				Mil. L. S. & W.—Conv. deb., 5s. 1907	104	107		Series E, 5s. 1926			
Del. Jack. & W.—Mort. 7s. 1907	128	130		Mich. Div., 1st, 6s. 1924				Series F, 5s. 1931			
Syra. Bing. & N. Y.—1st, 7s. 1906	130			Ashland Division—1st, 6s. 1925				Wash. O. & W.—1st, con. g. 5s. 1924	74	79	
Morris & Essex—1st, 7s. 1914	142	144		Minn. & St. L.—1st, g. 7s. 1927	134	140		Ter. R. R. As'n of St. L.—1st, 4s. 1939			
Bonds, 7s. 1900	116	117		Iowa Extension, 1st, 7s. 1909	120	124		Texas & New Orleans—1st, 7s. 1905			
's of 1871. 1901	119			Southwest Ext.—1st, 7s. 1910	118	120		Sabine Division, 1st, 6s. 1912	105		
1st, con. guar., 7s. 1915	141			Pacific Ext.—1st, 6s. 1921	119			Consol. 5s, g. 1943			
Warren—2d, 1st, 6s. 1908	116			Minn. & Pac.—1st, mortg., 5s. 1936				Tex. & Pac., E. D. 1903			
D. & H. Can.—2d, 1st, 6s. 1917				Minn. St. P. & S. S. M.—1st, g. 4s. 1938				Third Avenue (N. Y.)—1st 5s. 1937	118		
A. & S. Susq.—1st, gu. 7s. 1906	122	130		Missouri Kansas & Texas—				Tol. A. A. & Cad.—6s. 1917			
1st, cons. guar., 6s. 1906	120	121		Mo. K. & T. of Tex. 1st, gu. 5s. 1942	77	77		Toledo A. A. & G. d. Tr.—g. 6s. 1921	75		
Reis. & Sar.—1st, comp., 7s. 1921	142			Kansas City & P., 1st, 4s, g. 1990	74	74		Tol. A. A. & M. Pl.—6s. 1919			
Denver City Cable—1st, 6s. 1908				Dal. & Waco—1st, 5s, gu. 1940				Tol. A. A. & N. M.—5s, g. 1940			
Deav. Trauway—Cons. 6s, g. 1910				Missouri Pacific—Trust 5s. 1917	83			T. & O. C.—Kan. & M. Mort. 4s. 1990	79	79	
Metropoli. Ry.—1st, gu. 6s. 1911				1st coll., 5s, g. 1920				Tol. P. & W.—1st, 4s, inc. f. d. con. July	68		
Den. & R. G.—Imp., g. 5s. 1928	74	76		St. L. & L. M.—Ark. Br. 1st, 7s. 1935	104			Uster & Del.—1st, con. 6s, 5s. 1923	100		
Det. Bay C. & Alp.—1st, g. 5s. 1913	20	24		Mobile & Ohio—1st ext., 6s. 1927				Union Pacific—1st, 6s. 1896	100		
Det. M. & M.—L. g. 3 1/2s, ser. A. 1911				St. L. & Cairo—4s, guar. 1931				1st, 6s. 1897	103		
South & Iron Range—1st 5s. 1937											

Investment AND Railroad Intelligence.

The INVESTORS' SUPPLEMENT, a pamphlet of 160 pages, contains extended tables of the Stocks and Bonds of Railroads and other Companies, with remarks and statistics concerning the income, financial status, etc., of each Company. It is published quarterly on the last Saturday of January, April, July and October.

The STREET RAILWAY SUPPLEMENT is published quarterly on the last Saturday of February, May, August and November.

Both SUPPLEMENTS are furnished without extra charge to all regular subscribers of the CHRONICLE.

The General Quotations of Stocks and Bonds, occupying six pages of the CHRONICLE are published on the third Saturday of each month.

RAILROAD EARNINGS.

The following table shows the gross earnings of United States railroads (and also a few Mexican and Canadian roads) for the latest period reported. The statement includes every road from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

ROADS.	Week or Mo	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1894-5.	1893-4.	1894-5.	1893-4.
Adirondack.....	January.....	14,504	13,973	14,504	13,973
Ala. Midland.....	December.....	56,251	55,169	568,137	515,577
Albany Valley.....	January.....	176,664	154,849	176,664	154,849
Ark. Midland.....	January.....	1,243	1,243	154,149	154,149
Atch. T. & S. Fe.....	2d wk Mch.....	541,813	524,253	5,370,440	5,358,593
St. L. & San F.....	2d wk Mch.....	109,889	113,232	1,089,731	1,136,194
Atlantic & Pac.....	2d wk Mch.....	72,040	68,373	635,499	570,056
Col. Midland.....	2d wk Mch.....	29,569	25,478	276,079	299,546
Arg. total.....	2d wk Mch.....	753,322	731,336	7,372,250	7,364,459
W. & P. January.....	January.....	41,025	49,004	41,025	49,004
Atlantic & Balt.....	2d wk Mch.....	125,276	101,355	1,013,533	1,013,533
Austin & N'west.....	February.....	22,994	31,019	230,740	241,602
B. & O. East Lines.....	February.....	1,049,978	1,092,369	2,279,196	2,321,143
Western Lines.....	February.....	383,612	305,538	852,829	617,933
Total.....	February.....	1,433,590	1,397,907	3,132,025	2,939,076
Bal. & O. Sou'w.....	2d wk Mch.....	130,220	118,874	1,245,687	1,254,743
Bath & Ham'nd.....	January.....	1,635	1,788	1,635	1,748
Bir. & Atlantic.....	February.....	1,116	1,862	2,210	3,464
Brooklyn Elev.....	2d wk Mch.....	38,908	35,008	538,670	392,498
Bruss'g & West.....	December.....	49,148	43,491	49,148	43,491
Buff. Roch. & Pitt.....	2d wk Mch.....	63,426	50,530	539,213	529,165
Bur. C. Rap. & N.....	1st wk Mch.....	79,136	80,820	637,205	676,904
Camden & Atl.....	January.....	44,021	40,632	44,021	40,632
Canadian Pacific.....	2d wk Mch.....	271,000	319,000	2,698,036	3,172,007
Car. Midland.....	February.....	2,202	3,328	5,067	9,797
Cent. of Georgia.....	January.....	424,253	563,865	424,253	563,865
Cent. of N. C.....	January.....	58,423	89,413	75,206	84,146
Central Pacific.....	November.....	1,145,338	1,145,338	12,055,133	13,340,441
Charles'tn & Sav.....	December.....	51,570	60,572	610,927	636,407
Char. Sum. & No.....	January.....	5,680	13,145	5,680	13,145
Cheraw. & Darl.....	January.....	7,007	8,421	7,007	8,421
Ches. & Ohio.....	2d wk Mch.....	179,293	170,550	1,775,365	1,763,546
Ches. O. & So. W.....	January.....	176,930	172,285	176,930	172,285
Chic. Bur. & No.....	January.....	120,305	140,150	120,305	140,150
Chic. Bur. & Q.....	January.....	2,254,326	2,636,980	2,254,326	2,636,980
Chic. & East.....	January.....	65,703	59,578	755,206	725,673
Chicago & Erie.....	January.....	183,422	192,322	183,422	192,322
Chic. Gt. West'n.....	2d wk Mch.....	63,748	79,220	630,944	684,579
Chic. Mil. & St. P.....	2d wk Mch.....	51,147	555,547	4,838,329	5,346,004
Chic. & N'w'n.....	February.....	1,892,618	1,828,682	3,827,178	3,351,997
Chic. Peo. & St. L.....	2d wk Mch.....	19,354	13,806	176,193	150,165
Chic. Rk. I. & P.....	February.....	1,010,523	1,234,787	2,135,419	2,547,293
Chic. St. P. M. & O.....	January.....	464,027	593,065	464,027	593,065
Chic. St. M. & N.....	January.....	31,139	30,673	280,252	276,005
Cin. Ga. & Ports.....	February.....	4,095	4,777	8,572	9,831
Cin. & Kent. So.....	January.....	905	412	905	412
Cin. Jack. & Mae.....	2d wk Mch.....	11,719	12,721	119,779	117,680
Cin. N. O. & T. P.....	January.....	270,000	297,000	270,000	297,000
Ala. Gt. South.....	January.....	133,000	127,000	133,000	127,000
N. Ori. & N. E.....	January.....	122,000	111,000	122,000	111,000
Ala. & Vicksb.....	January.....	44,000	54,000	44,000	54,000
Ala. & Wet.....	January.....	54,000	54,000	54,000	54,000
Erlanger Syst.....	January.....	619,000	619,000	619,000	619,000
Cin. Ports. & V.....	February.....	18,514	14,144	36,020	28,146
Clev. Akron & C.....	2d wk Mch.....	17,533	16,741	166,682	169,639
Clev. Can. & So.....	1st wk Mch.....	11,136	9,253	105,740	85,167
Cl. Cin. Ch. & St. L.....	2d wk Mch.....	249,640	239,397	2,493,739	2,293,225
Peo. & East'n.....	January.....	132,957	112,516	132,957	112,516
C. Lor. & Wheel.....	2d wk Mch.....	2,349	22,095	205,089	169,504
Col. & Ind. & Pac.....	February.....	179,485	170,063	383,339	357,782
Col. Sand'y & H.....	February.....	109,681	109,681	140,000	140,000
Colusa & Lake.....	February.....	1,300	1,617	2,300	2,917
Crystal.....	January.....	640	592	640	592
Cumb'ld Valley.....	January.....	58,633	55,570	58,633	55,570
Deny. & Rio Gr.....	2d wk Mch.....	107,000	108,400	1,232,615	1,221,208
Det. Lans'g & G.....	2d wk Mch.....	20,189	19,357	196,457	182,504
Duluth's S. & A. L.....	1st wk Mch.....	32,918	27,563	282,315	226,021
Elgin, Jol. & East.....	February.....	83,867	89,980	164,595	184,157
Eurek & S. F.....	February.....	7,178	7,178	78,405	78,405
Evans. & Ind'pl.....	2d wk Mch.....	5,319	5,319	13,355	13,355
Evans. & Rich.....	2d wk Mch.....	1,874	2,157	15,712	14,561
Evans. & T. H.....	2d wk Mch.....	20,751	24,305	200,934	212,384
Findlay Ft & W.....	January.....	5,448	4,658	5,448	4,658
Fitchburg.....	January.....	513,328	514,712	513,328	514,712
Flint & P. Marq.....	1st wk Mch.....	48,433	58,970	391,288	444,920
Flt. Cnt. & Pea.....	January.....	53,410	59,710	53,410	59,710
Ft. & Rio Gr.....	2d wk Mch.....	5,773	5,364	88,173	49,339
Gads. & Att. U.....	February.....	28,336	29,585	253,306	304,573
Georgia RR.....	2d wk Mch.....	66,425	68,725	66,425	68,725
Geo. S. & Fla.....	February.....	55,000	69,901	125,736	160,613
Louis. N. A. & Ch.....	2d wk Mch.....	52,800	52,569	515,862	447,499
Lou. St. L. & Tex.....	2d wk Mch.....	6,772	8,350	72,164	70,535
Macon & Birm.....	February.....	5,611	7,409	12,033	15,186
Manistiquette.....	February.....	8,792	3,004	19,052	9,173
Memphis & Chas.....	1st wk Mch.....	20,370	23,050	189,384	240,785
Mexican Cent.....	2d wk Mch.....	202,191	179,961	1,848,386	1,745,167
Mexican Inter'l.....	November.....	175,728	165,829	1,876,135	1,839,176
Mex. Northern.....	January.....	42,108	51,950	42,108	51,950
Mexican R'way.....	Wk Mch 2.....	70,884	61,227	587,574	540,323
Mexican So.....	1st wk Mch.....	9,040	11,949	75,490	80,658
Minneapolis & St. L.....	2d wk Mch.....	31,043	32,148	291,547	313,532
Mo. Kan. & Tex.....	2d wk Mch.....	220,328	165,097	2,189,780	1,699,137
Mo. Pac. & Iron M.....	2d wk Mch.....	416,000	423,000	3,901,067	4,208,707
Central Br'ch.....	2d wk Mch.....	10,000	18,000	104,420	162,798
Total.....	2d wk Mch.....	426,000	441,000	4,096,487	4,371,505
Mobile & Birm.....	2d wk Mch.....	5,663	5,336	57,900	57,847
Mobile & Ohio.....	February.....	230,725	236,377	502,401	550,578
Mont. & Mex. Gif.....	February.....	95,000	84,245	200,000	186,147
Nash. Ch. & St. L.....	February.....	340,832	357,511	723,636	769,286
Nevada Central.....	January.....	1,436	2,827	1,436	2,827
N. Jersey & N. Y.....	January.....	24,409	23,365	24,409	23,365
N. Y. & N. E.....	February.....	5,195	9,687	13,721	19,284
N. Y. C. & H. R.....	February.....	2,066,689	3,004,991	6,117,398	6,175,088
N. Y. L. E. & W.....	January.....	1,887,891	1,788,033	1,887,891	1,788,033
N. Y. P. & Ohio.....	January.....	465,244	404,390	465,244	404,390
N. Y. Ont. & W.....	2d wk Mch.....	68,909	68,579	643,640	601,806
N. Y. Susq. & W.....	January.....	209,837	137,887	209,837	137,887
Norfolk & South'n.....	January.....	35,426	36,462	35,426	36,462
Norfolk & West.....	2d wk Mch.....	221,898	208,331	1,902,229	1,803,479
North'n Central.....	January.....	890,590	437,070	490,590	437,070
North'n Pacific.....	2d wk Mch.....	248,223	258,036	2,402,964	2,405,982
Oceanic & West.....	January.....	1,810	2,919	1,810	2,919
Ohio River.....	1st wk Mch.....	12,567	13,043	105,220	103,233
Ohio Riv. & Chas.....	February.....	12,576	16,689	26,370	30,648
Ohio Southern.....	2d wk Mch.....	14,206	7,372	155,880	126,569
Omaha & St. L.....	January.....	21,625	34,324	21,625	34,324
Oregon Imp. Co.....	January.....	262,576	281,450	262,576	281,450
Ow. F. Rou. & G. R.....	December.....	3,557	4,507	3,557	4,507
Penn. R.....	January.....	4,678,271	4,159,829	4,678,271	4,159,829
Penn. Dec. & E.....	2d wk Mch.....	17,680	15,399	187,656	160,484
Petersburg.....	January.....	38,739	43,262	38,739	43,262
Phila. & Erie.....	January.....	249,160	234,986	249,160	234,986
Phila. & Read'g.....	January.....	1,568,307	1,394,295	1,568,307	1,394,295
Coal & R. Co.....	January.....	1,892,958	1,584,382	1,892,958	1,584,382
Total both Cos.....	January.....	3,461,265	2,978,677	3,461,265	2,978,677
Pitts. Mar. & Ch.....	February.....	3,327	2,527	6,529	5,362
Pitt. Shen. & L. E.....	February.....	35,635	21,248	61,456	55,421
Pitts. & West.....	2d wk Mch.....	29,756	26,598	239,820	215,421
Pitts. Ch. & Tot.....	2d wk Mch.....	16,207	14,246	137,182	109,833
Pitts. Pa. & F.....	2d wk Mch.....	7,313	4,723	37,129	44,368
Total system.....	2d wk Mch.....	53,276	45,567	424,971	379,132
Pitt. Young & A.....	February.....	81,340	54,596	157,363	107,301
Quincy O. & K. C.....	February.....	16,881	15,475	35,720	33,793
Rich. F. & P.....	January.....	34,198	56,407	54,198	56,407
Rich. & Petersb.....	January.....	23,717	26,874	23,717	26,874
Rio Gr. South'n.....	2d wk Mch.....	6,713	6,044	69,364	64,274
Rio Gr. West'n.....	2d wk Mch.....	33,100	31,900	335,253	323,570
Sag. Tuscola & H.....	February.....	9,082	9,464	17,752	16,819
Sag. Val. & St. L.....	January.....	6,273	6,151	6,273	6,151
St. L. A. & T. H.....	2d wk Mch.....	26,500	26,520	263,791	278,222
St. L. Ken. & So.....	February.....	2,457	2,103	5,733	5,161
St. L. South'w'n.....	2d wk Mch.....	88,800	82,700	1,000,500	878,426
St. Paul & Dul'th.....	4th wk Feb.....	19,926	23,706	170,205	174,959
San Ant. & A. P.....	January.....	194,509	127,037	194,509	127,037
S. Fran. & N. Pac.....	4th wk Feb.....	16,795	16,369	87,176	80,067
Sav. Am. & Mon.....	February.....	33,112	34,557	72,067	74,864
Sav. Fla. & West.....	December.....	397,781	426,310	3,446,597	3,380,400
Sher. Shrev. & So.....	2d wk Mch.....	6,197	5,049	71,101	66,881
Silverton.....	December.....	5,076	5,034	53,597	68,393
So. Pacific Co.....					
Gal. Har. & S. A.....	November.....	436,494	370,711	3,850,355	3,880,716
Louis. West.....	November.....	93,806	103,292	895,591	1,016,723
Morgan's L. & T.....	November.....	723,349	747,988	5,324,697	5,093,931
N. Y. T. & Mex.....	November.....	29,497	28,695	239,820	241,651
Tex. & N. Ori.....	November.....	155,981	154,464	1,417,689	1,386,935
Atlantic sys. b.....	January.....	1,438,836	1,139,401	1,438,836	1,139,401
Pacific system.....	January.....	2,148,082	2,261,324	2,148,082	2,261,324
Total of all.....	January.....	3,586,918	3,400,729	3,586,918	3,400,729
So. Pac. of Cal.....	November.....	805,215	830,579	8,353,575	8,091,940
So. Pac. of Ariz.....	November.....	203,525	181,763	1,914,285	1,875,445
So. Pac. of N. M.....	November.....	83,290	80,451	848,163	870,278
Southern Ry.....	2d wk Mch.....	345,217	352,428	3,841,330	3,665,477
Summit Branch.....	February.....	90,240	62,029	90,240	62,029
Likens Valley.....	February.....	67,915	42,979	152,593	108,862
Tot'l both Co's.....	February.....	158,455	105,005	347,081	245,374

ROADS.		Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1894-5.	1893-4.	1894-5.	1893-4.
Staten Isl. R. T.	January...	61,163	58,797	61,163	58,797
Stony C. & Mt.	January...	1,397	1,180	1,397	1,180
Tex. S. Val'd N. W.	2d wk Mch	131,838	114,127	1,387,887	1,294,521
Pol. A. & No. M.	2d wk Mch	2,382	2,971	7,363	6,911
Pol. A. & No. M.	2d wk Mch	20,055	22,868	190,575	204,172
Pol. & Ohio Cent.	2d wk Mch	32,044	24,409	325,184	276,537
Pol. & West.	2d wk Mch	19,048	17,808	191,699	176,986
Pol. St. L. & K. C.	2d wk Mch	30,538	25,613	276,413	228,942
Union Pacific	January...	22,638	23,814	22,638	23,814
Un. Pac. R.R.	January...	970,520	1,039,116	970,520	1,039,116
Or. S. L. & U. N.	January...	33,460	344,012	330,460	344,012
St. Jos. & G. I.	January...	48,247	67,444	48,247	67,444
Kan. C. & G. M.	January...	6,416	11,538	6,416	11,538
Tot. St. J. & G. I.	1st wk Mch	15,076	19,206	116,681	183,617
Cent. Br.	2d wk Mch	10,000	18,000	104,420	162,798
Ach. C. & P. W.	January...	20,601	29,598	20,601	29,598
Montana Un.	January...	25,379	25,897	25,379	25,897
G'd total.	January...	1,516,937	1,712,421	1,516,937	1,712,421
U. Pac. D. & G.	1st wk Mch	55,247	56,210	499,796	489,725
W. W. & D. C.	2d wk Mch	20,873	23,960	209,103	216,869
Wabash	2d wk Mch	230,194	218,356	2,806,626	2,210,814
Waco & Northw.	January...	23,388	18,066	23,388	18,066
West Jersey	January...	84,328	93,114	84,328	93,114
W. V. Cen. & Pitts.	February...	67,859	70,235	137,978	143,054
West Va. & Pitts.	December...	25,520	30,678	368,113	408,739
Western of Ala.	January...	40,880	46,738	40,880	46,738
West. Maryland.	January...	82,485	72,523	82,485	72,523
West. N. Y. & Pa.	2d wk Mch	58,800	56,500	540,017	519,087
Wheel. & L. Erie	2d wk Mch	26,519	21,870	244,159	216,636
Wrights & Ten.	February...	4,896	6,624	10,804	14,471

* Figures given do not include Oregon Ry. & Nav., Un. Pac. Denver & Gulf, Denver Leadville & Gunnison and Leavenworth Topeka & Southwestern.
 a These figures include results on leased lines.
 b Includes earnings from ferries, etc., not given separately. c Mexican currency. c Includes only half of lines in which Union Pacific has a half interest.

Latest Gross Earnings by Weeks.—The latest weekly earnings in the foregoing are separately summed up as follows:

For the second week of March our preliminary statement covers 69 roads, and shows 1.59 per cent gain in the aggregate.

2d week of March.		1895.	1894.	Increase.	Decrease.
		\$	\$	\$	\$
Ach. Top. & San. Fe.	541,813	524,253	17,560	.....	.....
St. Louis & San Fr.	109,899	113,232	3,333	.....	.....
Atlantic & Pacific	72,010	68,378	3,632	.....	.....
Colorado Midland	29,569	25,478	4,091	.....	.....
Atlantic & Danville	12,216	10,565	1,651	.....	.....
Balt. & Ohio Southwest	130,220	118,874	11,346	.....	.....
Brooklyn Elevated	39,660	34,484	5,176	.....	.....
Buffalo Roch. & Pittsb'g	63,426	50,530	12,896	.....	.....
Canadian Pacific	271,000	319,000	48,000	.....	.....
Chesapeake & Ohio	179,293	170,550	8,743	.....	.....
Chicago & East. Illinois	68,703	59,578	9,125	.....	.....
Chicago Great Western	63,748	79,220	15,472	.....	.....
Chicago Milw. & St. Paul	51,147	555,947	4,800	.....	.....
Chic. Peoria & St. Louis	19,534	13,806	5,728	.....	.....
Chic. & West Michigan	31,539	30,673	866	.....	.....
Cin. Jackson & Mackinaw	11,719	12,721	1,002	.....	.....
Cleve. Akron & Columbus	17,533	16,741	792	.....	.....
Cleve. Cin. Chic. & St. L.	249,680	239,397	10,283	.....	.....
Clev. Lorain & Wheel'g.	23,349	22,095	1,254	.....	.....
Denver & Rio Grande	107,090	108,400	1,310	.....	.....
Detroit Lam'z & St. Paul	29,189	19,357	9,832	.....	.....
Evans. & Indianapolis	5,319	6,248	929	.....	.....
Evansville & Richmond	1,874	2,157	283	.....	.....
Evansv. & Terre Haute	20,751	24,305	3,554	.....	.....
Ft. Worth & Denv. City	20,873	23,960	3,087	.....	.....
Ft. Worth & Rio Grande	5,779	5,364	415	.....	.....
Georgia	28,536	29,585	1,049	.....	.....
Grand Rapids & Indiana	41,412	38,477	2,935	.....	.....
Cincinnati R. & Ft. W.	8,636	7,242	1,398	.....	.....
Traverse City	753	809	56	.....	.....
Musk. Gr. Rap. & Ind.	2,252	1,713	539	.....	.....
Grand Trunk of Canada	336,245	347,813	11,568	.....	.....
Intern'l & Gt. North'n.	72,653	57,024	15,629	.....	.....
Iowa Central	31,276	40,046	8,770	.....	.....
Kanawha & Michigan	7,217	7,611	394	.....	.....
Kan. City Pittsb. & Gulf	10,429	6,236	4,193	.....	.....
Kan. City Sub. Belt	3,462	3,298	164	.....	.....
Lake Erie & Western	66,648	59,779	6,869	.....	.....
Louisv. Evans. & St. Louis	27,814	29,428	1,614	.....	.....
Louisville & Nashville	356,035	377,115	21,080	.....	.....
Louis. N. Albany & Chic.	52,800	52,569	231	.....	.....
Louisville St. L. & Texas	6,772	8,350	1,578	.....	.....
Mexican Central	202,191	178,961	23,230	.....	.....
Mexican National	90,767	82,446	8,321	.....	.....
Minneapolis & St. Louis	31,043	32,148	1,105	.....	.....
Mo. Kansas & Texas	220,326	165,697	54,629	.....	.....
Mo. Pacific & Iron Mt.	416,000	423,000	7,000	.....	.....
Central Branch	10,000	15,000	5,000	.....	.....
Mobile & Birmingham	5,668	5,936	268	.....	.....
N. Y. Ontario & Western	68,909	68,579	330	.....	.....
Norfolk & Western	221,898	208,331	13,567	.....	.....
Northern Pacific	248,223	258,036	9,813	.....	.....
Ohio Southern	14,206	7,372	6,834	.....	.....
Peoria Dec. & Evansv.	17,640	15,339	2,301	.....	.....
Pittsburg & Western	53,276	45,567	7,709	.....	.....
Rio Grande Southern	6,718	6,044	674	.....	.....
Rio Grande Western	38,100	31,900	6,200	.....	.....
St. Louis Alt. & T. Haute	26,500	26,520	20	.....	.....
St. Louis Southwestern	86,300	82,700	3,600	.....	.....
Sherman Shreve. & So.	6,197	5,049	1,148	.....	.....
Southern Railway	345,217	352,428	7,211	.....	.....
Texas & Pacific	134,838	114,127	20,711	.....	.....
Tol. Ann Arbor & N. Mich.	20,055	22,868	2,813	.....	.....
Toledo & Ohio Central	32,044	24,409	7,635	.....	.....
Toledo Peoria & West'n.	15,048	17,808	2,760	.....	.....
Toledo St. L. & Kan. C.	30,538	25,613	4,925	.....	.....
Wabash	230,194	218,356	11,838	.....	.....
Western N. Y. & Penn.	58,800	56,500	2,300	.....	.....
Wheeling & Lake Erie	26,519	21,870	4,649	.....	.....
Total (69 roads)	6,337,112	5,237,747	303,724	204,359	
Net increase (1.59 p. c.)			99,385		

For the first week of March our final statement covers 83 roads, and shows 0.33 per cent gain in the aggregate.

1st week of March.	1895.	1894.	Increase.	Decrease.
		\$	\$	\$
Previously rep'd (65 r'ds)	6,019,089	5,981,256	215,747	177,934
Burl. Ced. Rap. & North.	79,156	80,820	1,664	.....
Chicago & Gr. Trunk	52,311	58,227	3,916	.....
Det. & Gr. Haven & Mil.	17,733	19,236	1,503	.....
Duluth So. Shore & Atl.	32,918	27,583	5,335	.....
Flint & Pere Marquette	48,493	54,970	6,477	.....
Grand Rapids & Indiana	37,274	35,661	1,613	.....
Cin. Rich. & Ft. Wayne	8,070	6,901	1,169	.....
Traverse City	792	1,280	488	.....
Mus. Gr. Rapids & Ind.	1,651	1,464	187	.....
Kan. City Ft. S. & Mem.	82,439	80,752	1,687	.....
Kan. City Mem. & Birm.	17,672	19,393	1,691	.....
Keokuk & Western	6,570	7,643	1,073	.....
Memphis & Charleston	20,370	23,050	2,680	.....
Ohio River	12,567	13,043	476	.....
St. Joseph & Gd. Island	15,076	19,206	4,130	.....
Toledo Peoria & West'n.	20,796	18,587	2,209	.....
Union Pac. Den. & Gulf	55,287	56,210	923	.....
Western N. Y. & Penn.	57,300	56,800	500	.....
Total (83 roads)	6,585,544	6,564,034	22,467	206,957
Net increase (0.33 p. c.)			21,510	

The following will furnish a comparison of the weekly results for a series of weeks past.

WEEKLY GROSS EARNINGS.		Changes	
		Amount.	P. ct.
Period and number of roads included.	1895.	1894.	
Jan.—1st week (75 r'ds).	5,733,322	5,826,559	93.237 Dec. 1.50
" 2d week (73 r'ds).	5,873,650	5,989,159	115,509 Dec. 1.93
" 3d week (76 r'ds).	6,365,047	6,219,779	145,268 Inc. 2.34
" 4th week (83 r'ds).	8,924,252	8,637,273	286,979 Inc. 2.97
Feb.—1st week (79 r'ds).	5,813,463	6,143,809	330,346 Dec. 5.38
" 2d week (73 r'ds).	5,577,446	6,050,061	472,615 Dec. 7.81
" 3d week (81 r'ds).	6,352,449	6,296,813	55,636 Inc. 0.88
" 4th week (87 r'ds).	7,263,997	6,950,030	313,967 Inc. 4.52
Mch.—1st week (63 r'ds).	6,585,544	6,564,034	21,510 Inc. 0.33
" 2d week (69 r'ds).	6,337,112	6,237,747	99,365 Inc. 1.59

Net Earnings Monthly to Latest Dates.—The following shows the gross and net earnings to latest dates of all railroads furnishing monthly statements. The compilation includes every road from which we can get returns of this character, and in that form is given once a month. Early returns are published from week to week, as soon as issued, but for the convenience of our readers all the roads making returns are brought together here in the week in which we publish our monthly article on net earnings—say on or about the 20th of the month.

		Gross Earnings.		Net Earnings.	
		1894-5.	1893-4.	1894-5.	1893-4.
Roads.		\$	\$	\$	\$
Adirondack.....	Jan.	14,504	13,973	5,700	5,766
Alabama Midland.....	Dec.	56,251	55,189	10,612	16,261
Jan. 1 to Dec. 31.....		564,137	513,577	40,119	30,898
July 1 to Dec. 31.....		297,673	277,490	33,762	38,366
Allegheny Valley.....	Jan.	176,684	154,349	61,154	55,822
Arkansas Midland.....	Jan.	9,023	6,671	5,242	3,832
At. T. & S. Fe.....	b. Jan.	2,269,296	2,234,930	512,110	518,061
July 1 to Jan. 31.....		17,559,882	20,267,336	4,528,777	7,014,422
St. L. & San Fr.....	b. Jan.	453,219	461,737	167,876	155,755
July 1 to Jan. 31.....		3,772,039	3,982,892	1,655,233	1,531,823
Atlantic & Pac.....	b. Jan.	232,438	217,986	def. 172	def. 63,826
July 1 to Jan. 31.....		1,864,905	1,782,577	303,384	53,676
Colorado Mid'd b. Jan.		111,994	136,970	30,151	17,001
July 1 to Jan. 31.....		918,317	876,334	149,954	102,069
Aggregate total b. Jan.		3,066,947	3,051,623	709,965	626,991
July 1 to Jan. 31.....		24,115,303	26,814,189	6,667,348	8,721,991
Atlanta & W. Point.....	Jan.	41,025	49,004	18,224	15,885
July 1 to Jan. 31.....		300,616	303,559	132,959	122,778
Austin & Northw.....	Nov.	22,498	31,019	13,290	17,332
Jan. 1 to Nov. 30.....		230,740	241,602	94,620	102,731
Baltimore & Ohio.....					
Lines E. O. R. b.....	Feb.	1,049,978	1,092,369	207,742	248,025
Jan. 1 to Feb. 28.....		2,279,196	2,321,143	491,810	559,625
July 1 to Feb. 28.....		11,687,258	11,751,746	3,968,877	4,046,145
Lines W. O. R. b.....	Feb.	383,612	305,538	45,050	def. 846
Jan. 1 to Feb. 28.....		852,829	617,933	148,834	def. 18,815
July 1 to Feb. 28.....		3,324,463	4,007,781	697,701	1,052,959
Total system.....	b. Feb.	1,433,590	1,397,907	252,792	247,179
Jan. 1 to Feb. 28.....		3,132,025	2,939,076	640,644	540,810
July 1 to Feb. 28.....		15,211,721	15,759,527	4,666,578	5,099,103
B. & O. Southw.....	Jan.	501,775	495,766	172,115	172,678
July 1 to Jan. 31.....		3,827,539	3,849,214	1,455,025	1,444,091
Bath & Hammonds.....	Jan.	1,635	1,788	583	625
Birm. & Atlantic.....	b. Jan.	1,094	1,602	def. 953	def. 301
July 1 to Jan. 31.....		11,318	12,636	def. 2,390	1,249
B'klyn Elevated a.....	Jan.	217,929	149,684	109,010	48,587
July 1 to Jan. 31.....		1,031,179	993,266	422,816	356,899
Brunswick & West.....	Dec.	49,148	43,491	12,451	14,381
July 1 to Dec. 31.....		285,599	236,973	97,828	65,391
Buff. Roch. & Pitts. b.....	Jan.	238,203	218,714	65,382	70,942
July 1 to Jan. 31.....		1,888,531	1,955,850	627,690	603,492
Carl. Ced. R. & No. a.....	Jan.	279,711	302,161	82,168	84,742
Camden & Atl.....	a. Jan.	44,021	40,632	4,774	def. 9,782
Canadian Pacific a.....	Jan.	1,171,036	1,390,755	316,720	382,645
Carolina Midland.....	Jan.	2,865	4,469	def. 165	537
July 1 to Jan. 31.....		38,450	41,817	15,766	15,659
Central of Georgia.....					
Railroad System a.....	Jan.	424,253	563,895	133,988	257,870
July 1 to Jan. 31.....		3,312,930	3,457,747	1,295,830	1,176,331
Cent. of N. Jersey a.....	Jan.	852,433	894,113	246,635	261,986
Central Pacific.....	b. Nov.	1,149,338	1,146,143	461,667	462,145
Jan. 1 to Nov. 30.....		12,106,051	13,340,486	4,596,842	5,432,774
Char. & Savannah.....	Dec.	51,570	60,572	13,296	22,063
Jan. 1 to Dec. 31.....		615,927	636,407	154,163	159,094
July 1 to Dec. 31.....		254,161	253,850	40,260	29,117

Roads.	Gross Earnings.		Net Earnings.		Roads.	Gross Earnings.		Net Earnings.	
	1894-5.	1893-4.	1894-5.	1893-4.		1894-5.	1893-4.	1894-5.	1893-4.
Cheraw & Darl. b. Jan.	7,007	8,421	1,244	2,842	N. Y. L. E. & West. n. Jan.	1,887,391	1,788,033	366,387	295,333
July 1 to Jan. 31....	55,319	52,059	21,183	15,817	Oct 1 to Jan. 31....	8,617,305	9,299,965	2,376,765	2,766,934
Chesap. & Ohio. a. Jan.	781,105	756,070	250,127	248,972	N. Y. Ont. & West. a. Jan.	276,725	257,099	58,105	57,271
July 1 to Jan. 31....	5,733,280	5,674,990	1,951,100	1,951,711	July 1 to Jan. 31....	2,266,782	2,352,258	678,393	702,257
Ches. O. & So. w. n. Jan.	176,930	172,285	53,418	44,373	N. Y. Sus. & West. b. Jan.	200,857	137,887	82,362	55,437
Chie. Bur. & North. b. Jan.	120,305	140,150	2,730	27,734	Norfolk & South. Jan.	35,426	36,462	13,796	8,665
Chie. Bur. & Quin. b. Jan.	2,251,526	2,636,930	709,736	896,424	July 1 to Jan. 31....	238,749	238,594	83,439	82,305
Chie. M. & St. P. a. Jan.	1,894,379	2,154,823	639,469	608,456	Norfolk & West. a. Dec.	871,671	794,911	191,054	187,926
July 1 to Jan. 31....	16,639,469	19,804,479	5,973,522	7,179,111	Jan. 1 to Dec. 31....	10,340,452	10,032,617	2,646,547	2,833,157
Chie. & W. Mich. Jan.	114,002	109,310	2,416	def. 17,303	Northern Central. b. Jan.	490,590	437,070	124,249	99,147
Cin. Jack. & Mack. b. Jan.	52,486	43,797	5,166	2,980	North'n Pacific. d. Dec.	1,315,780	1,082,333	303,206	308,258
July 1 to Jan. 31....	397,702	370,126	72,741	47,126	Jan. 1 to Dec. 31....	16,731,822	19,778,543	5,196,249	6,716,787
Cin. & Kent. So. Jan.	905	412	141	def. 2,620	Ohio River. b. Jan.	48,025	46,694	18,314	16,541
Cin. Ports. & Vir. b. Jan.	18,506	14,002	1,904	def. 825	Ohio River & Chas. Jan.	13,794	13,959	2,943	3,290
July 1 to Jan. 31....	151,946	151,442	29,080	19,628	Ohio Southern. Jan.	66,120	55,283	25,512	25,547
Clev. Akron & Col. b. Jan.	69,868	71,446	26,023	18,889	July 1 to Jan. 31....	514,829	401,407	281,131	216,537
Clev. Bur. & N. Jan.	499,467	539,419	191,115	154,632	Oregon Imp. Co. a. Jan.	262,576	281,450	20,943	36,097
Cleve. Canton & So. Jan.	50,149	39,552	10,628	def. 1,290	Dec. 1 to Jan. 31....	53,772	562,427	42,836	57,641
July 1 to Jan. 31....	426,110	458,762	78,915	58,166	Owensboro F. of R. & G. River. Dec.	3,557	4,507	1,752	def. 2,664
Clev. Cin. C. & St. L. a. Jan.	1,053,614	940,212	234,227	230,342	Pacific Mail. Dec.	325,269	302,056	31,318	16,002
July 1 to Jan. 31....	8,084,433	8,056,912	2,010,552	2,003,353	May 1 to Dec. 31....	2,630,999	2,625,681	507,741	424,251
Peoria & East'n. a. Jan.	132,957	112,516	33,565	15,825	Penn. (east P. & E.) Jan.	4,678,271	4,153,289	981,397	614,506
July 1 to Jan. 31....	1,005,634	1,005,995	255,224	151,231	Lineswest P. & E. Jan.	Inc.	175,766	Inc.	250,278
Clev. Lor. & Wheel. Jan.	82,689	73,733	13,103	12,999	Peoria Dec. & Ev. Jan.	79,764	65,194	32,614	22,936
July 1 to Jan. 31....	864,940	794,698	285,081	248,455	Petersburg. Jan.	38,739	41,262	12,535	11,872
Crystal. Jan.	610	592	82	82	Jan. 1 to Jan. 31....	281,964	272,039	121,993	97,861
Cumberland Valley. Jan.	58,633	55,570	15,041	11,030	Philadelphia & Erie. Jan.	249,160	231,986	23,454	26,900
Den. & R. Grande. b. Jan.	531,515	530,608	215,870	196,770	Phila. & Reading. Jan.	1,568,307	1,394,295	626,287	504,948
July 1 to Jan. 31....	4,239,053	3,954,084	1,819,017	1,538,293	Dec. 1 to Jan. 31....	3,120,236	3,146,807	1,231,149	1,285,075
Det. Bay City & Alp. Nov.	14,310	.....	4,776	.....	Coal & Iron Co. Jan.	1,892,958	1,581,382	def. 87,372	def. 25,467
Jan. 1 to Nov. 30....	217,806	.....	92,716	.....	Dec. 1 to Jan. 31....	3,431,213	3,863,691	def. 274,800	91,986
Det. Lans. & Nor. a. Jan.	82,449	75,493	6,573	def. 3,365	Total both Co's. Jan.	3,461,265	2,978,677	538,915	479,381
Edison El. H. Co. N. Y. Feb.	143,588	124,058	74,903	72,966	Dec. 1 to Jan. 31....	6,601,449	7,010,500	956,349	1,377,081
July 1 to Feb. 28....	310,542	259,243	168,612	149,829	Pitta. C. C. & St. L. Feb.	Inc.	71,465	Inc.	45,316
Ed. El. H. Co. Bklyn. Feb.	42,412	32,866	17,961	15,524	Jan. 1 to Feb. 28....	Inc.	73,654	Inc.	104,302
Jan. 1 to Feb. 28....	91,747	73,284	42,053	38,505	Pitta. Mar. & Chic. Jan.	3,202	2,833	255	1,012
Elgin Joliet & E. a. Jan.	80,692	94,177	26,785	28,679	Pittsburg & Western. Feb.	160,849	128,458	46,114	30,252
July 1 to Jan. 31....	622,160	620,636	187,709	210,416	Jan. 1 to Feb. 28....	325,346	287,996	93,333	86,286
Eureka Springs. Dec.	9,215	7,175	5,419	3,334	July 1 to Feb. 28....	1,804,510	1,584,090	597,911	464,175
Jan. 1 to Dec. 31....	73,016	78,405	41,192	40,019	Pitta. Youngs. & A. Feb.	81,340	51,596	25,671	12,439
Flint & Pere Mar. a. Dec.	191,079	196,272	46,721	35,253	Jan. 1 to Feb. 28....	137,363	107,301	45,729	22,227
Jan. 1 to Dec. 31....	2,392,332	2,725,238	648,037	638,184	Rich. Fred. & Pot. Jan.	54,198	56,407	17,234	22,559
Ft. Worth & Den. C. b. Jan.	90,610	90,446	31,889	6,720	July 1 to Jan. 31....	389,033	366,988	140,433	114,886
Ft. Worth & Rio Gr. Jan.	46,221	20,980	19,427	579	Rich. & Petersburg. Jan.	23,717	26,874	2,374	6,021
Gadsden & Att. Un. a. Feb.	533	482	291	256	July 1 to Jan. 31....	185,599	176,888	40,642	33,470
Jan. 1 to Feb. 28....	1,156	1,028	670	545	Rio Grande South. b. Jan.	29,790	23,292	11,243	10,274
Georgia. a. Feb.	89,056	124,980	12,356	40,621	July 1 to Jan. 31....	249,115	197,636	129,624	86,796
Jan. 1 to Feb. 28....	197,554	245,212	50,810	54,037	Rio Grande West. b. Jan.	145,753	111,870	38,995	33,337
July 1 to Feb. 28....	931,938	998,353	306,415	224,152	July 1 to Jan. 31....	1,291,405	1,284,829	434,427	492,532
Ga. South'n & Fla. b. Jan.	70,736	90,712	18,336	31,267	Sag. Tus. & Huron. Jan.	8,670	7,355	2,870	979
July 1 to Jan. 31....	527,786	498,934	152,301	121,543	Sag. Valley & St. L. Jan.	6,273	6,151	1,283	1,268
Grand Rap. & Ind. Jan.	176,675	179,465	25,659	37,004	St. Louis Alt. & T. H. b. Jan.	108,611	117,296	48,932	52,525
Grand Trk' of Can. Jan.	1,259,169	1,358,218	209,794	182,892	July 1 to Jan. 31....	831,482	885,261	394,064	397,234
Chie. & Gr'd Tr. Jan.	198,669	236,328	def. 10,852	def. 9,797	St. Louis Southw'n. Dec.	551,475	528,278	200,567	163,849
Det. Gr. H. & Mil. Jan.	68,818	71,758	379	754	Jan. 1 to Dec. 31....	4,849,355	5,068,850	1,058,011	825,192
Gulf & Chicago. b. Jan.	4,177	3,515	1,478	def. 859	July 1 to Dec. 31....	2,879,853	2,645,641	938,731	617,086
Houst. E. & W. Tex. Jan.	50,301	45,467	19,055	16,483	St. Paul & Duluth. b. Jan.	82,708	90,159	5,812	14,753
July 1 to Jan. 31....	349,583	297,869	158,685	129,475	July 1 to Jan. 31....	897,810	976,468	291,227	322,921
Illinois Central. a. Jan.	1,609,156	1,486,036	538,048	316,300	San Ant. & Aran. P. Jan.	194,503	127,037	68,232	11,004
July 1 to Jan. 31....	11,437,162	13,626,175	3,405,607	4,605,942	San Fr. & N. Pac. a. Feb.	47,517	45,056	7,703	3,526
Ind. Dec. & West. Jan.	38,737	26,447	14,580	4,612	Jan. 1 to Feb. 28....	87,178	89,057	4,366	4,880
July 1 to Jan. 31....	300,976	249,166	115,210	57,840	July 1 to Feb. 28....	548,999	532,455	197,231	167,806
Iowa Central. a. b. Jan.	119,582	149,956	39,520	44,052	Sav. Amer. & Mont. Jan.	38,955	40,307	1,284	4,995
July 1 to Jan. 31....	977,287	1,157,568	336,640	436,114	July 1 to Jan. 31....	300,394	270,372	58,742	32,104
Iron Railway. b. Jan.	4,119	3,555	824	178	Sav. Fla. & West. b. Dec.	397,781	426,310	163,379	2,665
Jack. Tam. & K. W. Feb.	46,739	102,175	5,762	51,760	Jan. 1 to Dec. 31....	3,446,597	3,880,490	1,121,579	1,190,864
Jan. 1 to Feb. 28....	119,660	197,807	31,113	98,207	July 1 to Dec. 31....	1,856,685	1,733,209	535,532	575,593
Jamestown & L. Erie. Jan.	2,622	2,787	265	35	Silverton. Dec.	5,076	5,034	1,051	2,012
Kanawha & Mich. b. Jan.	30,878	25,880	8,065	2,373	Southern Pacific Co. a. Jan.	434,494	370,711	170,557	73,346
July 1 to Jan. 31....	241,495	216,763	68,962	61,629	Gal. H. & S. Ant. b. Nov.	3,850,355	3,880,716	1,151,763	958,946
Kan. C. Ft. S. & M. a. Jan.	356,746	403,704	108,728	112,321	Louisiana West. b. Nov.	93,806	103,252	40,883	54,758
July 1 to Jan. 31....	2,770,768	2,939,520	873,318	863,040	Jan. 1 to Nov. 30....	895,593	1,016,723	419,757	455,772
Kan. C. Mem. & B. a. Jan.	92,711	113,788	20,857	32,619	M'can's La. & T. b. Nov.	723,349	747,988	290,009	294,982
July 1 to Jan. 31....	640,649	642,356	137,637	155,397	Jan. 1 to Nov. 30....	5,324,697	5,063,311	1,211,739	1,026,571
Keokuk & West'n. b. Jan.	27,238	29,966	8,832	12,305	N. Y. Tex. & M. b. Nov.	29,497	28,695	17,517	14,787
Laclede Gas-L. Co. a. Feb.	.....	66,407	69,602	.....	Jan. 1 to Nov. 30....	239,827	241,651	98,218	89,455
Jan. 1 to Feb. 28....	.....	159,471	152,409	.....	Texas & N. O. b. Nov.	155,991	154,464	62,770	64,088
L. Erie All. & So. a. Jan.	7,762	4,335	1,761	300	Jan. 1 to Nov. 30....	1,417,689	1,626,935	566,339	733,424
L. Erie & West'n. b. Jan.	269,289	234,063	116,843	90,708	Atlantic sys. b. Jan.	1,438,836	1,139,401	532,957	351,929
Louisv. Ev. & St. L. b. Nov.	111,629	121,946	17,152	34,408	Pacific system. b. Jan.	2,118,082	2,261,328	1,449,201	701,030
Jan. 1 to Nov. 30....	1,292,898	1,556,936	269,107	446,366	Total of all b. Jan.	3,586,918	3,100,729	982,158	1,052,959
Louisv. & Nashv. b. Jan.	1,602,102	1,654,610	619,891	667,774	So. Pac. of Cal. b. Nov.	805,215	830,579	319,943	370,63
July 1 to Jan. 31....	11,788,980	11,410,533	4,726,529	4,542,351	Jan. 1 to Nov. 30....	8,353,575	9,910,940	3,175,549	4,345,148
Louisv. N. A. & C. a. Jan.	216,499	174,976	31,094	14,308	So. Pac. of Ariz. a. Nov.	203,525	181,763	75,830	72,858
July 1 to Jan. 31....	1,810,563	2,015,721	590,678	669,878	Jan. 1 to Nov. 30....	1,914,285	1,875,445	672,989	685,126
Louisv. St. L. & Tex. Jan.	30,019	28,150	4,776	366	So. Pac. of N. M. b. Nov.	83,290	80,459	31,653	30,061
Macon & Birming. Jan.	6,422	7,777	1,677	3,420	Jan. 1 to Nov. 30....	848,163	870,278	134,489	327,692
July 1 to Jan. 31....	49,282	42,570	11,323	11,425	Southern Railway. a. Jan.	1,496,297	1,512,157	452,556	448,606
Manistique. Jan.	10,270	6,169	1,347	1,956	July 1 to Jan. 31....	10,242,436	9,727,369	3,552,420	3,009,954
Memphis & Chas'n. Dec.	134,724	135,983	44,266	49,676	Staten I. Rap. Tr. b. Jan.	64,163	55,797	8,462	7,939
Mexican Central. Jan.	793,043	717,214	355,421	244,567	July 1 to Jan. 31....	620,450	624,553	272,832	254,397
Mex. International. Nov.	178,728	165,829	72,374	81,589	Stony Cl. & C. M. b. Jan.	1,397	1,140	154	def. 206
Jan. 1 to Nov. 30....	1,876,135	1,839,175	734,733	620,209	July 1 to Jan. 31....	33,			

Roads.	Gross Earnings.		Net Earnings.	
	1894-5.	1893-4.	1894-5.	1893-4.
Tol. Peoria & West. b. Jan. 1 to Feb. 28.....	72,222	68,106	18,249	11,376
Jan. 1 to Feb. 28.....	151,353	140,591	30,049	22,947
July 1 to Feb. 28.....	643,043	654,942	156,301	145,132
Utah & Delaware. Jan. 1 to Jan. 31.....	22,633	23,814	422	3,523
Jan. 1 to Jan. 31.....	259,193	276,971	71,637	105,944
Union Pacific—				
Union Pac. Ry. b. Jan. 1 to Feb. 28.....	970,520	1,039,116	295,535	303,930
Oreg. S. L. & U. N. b. Jan. 1 to Feb. 28.....	330,463	311,012	63,786	102,687
St. Jos. & Gd. Isl. b. Jan. 1 to Feb. 28.....	43,247	67,444	11,544	18,902
Kan. C. & Om. b. Jan. 1 to Feb. 28.....	6,446	11,538	def. 1,225	def. 665
Cent. Branch. b. Jan. 1 to Feb. 28.....	21,334	34,790	3,818	14,324
Atch. C. & Pac. b. Jan. 1 to Feb. 28.....	20,601	29,598	def. 2,622	5,558
At. Jew. C. & W. b. Jan. 1 to Feb. 28.....	25,379	25,897	7,263	def. 185
Montana Union. b. Jan. 1 to Feb. 28.....	1,516,937	1,712,421	390,274	454,457
Grand Total. b. Jan. 1 to Feb. 28.....	238,694	218,445	46,316	46,633
Un. P. D. & Gulf. b. Jan. 1 to Feb. 28.....	90,619	90,446	31,889	6,720
Ft. Worth & D. C. b. Jan. 1 to Feb. 28.....	905,997	905,158	196,499	155,473
Wabash. b. Jan. 1 to Jan. 31.....	7,192,823	8,121,258	1,873,952	1,820,397
Jan. 1 to Jan. 31.....	23,388	16,806	12,623	5,419
Waco & Northw. b. Jan. 1 to Feb. 28.....	84,328	93,114	def. 1,227	def. 9,347
West Jersey & Brs. b. Jan. 1 to Feb. 28.....	67,859	70,255	23,143	24,404
Jan. 1 to Feb. 28.....	137,978	142,054	47,212	49,810
July 1 to Feb. 28.....	692,439	697,435	230,709	248,887
W. Virginia & Pitts. Dec. 1 to Dec. 31.....	25,820	30,678	13,712	15,848
Jan. 1 to Dec. 31.....	368,143	408,739	204,349	212,606
West'n of Alabama. Jan. 1 to Jan. 31.....	40,880	46,758	13,075	9,922
July 1 to Jan. 31.....	330,663	314,958	120,419	117,548
Western Maryland. Jan. 1 to Jan. 31.....	82,485	72,525	25,196	11,856
Oct. 1 to Jan. 31.....	392,033	336,792	134,345	82,565
West. N. Y. & Penn. b. Jan. 1 to Jan. 31.....	217,217	209,948	35,587	43,700
July 1 to Jan. 31.....	2,006,765	1,905,457	668,104	511,508
Whitefish Fuel Co. Jan. 1 to Jan. 31.....			7,996	9,797
Jan. 1 to Jan. 31.....			40,435	92,583
Wrightsv. & Tenn. f. Feb. 1 to Feb. 28.....	4,836	6,624	35	3,172
Jan. 1 to Feb. 28.....	10,804	14,171	def. 5,524	7,594
July 1 to Feb. 28.....	53,189	54,203	10,504	18,410

a Net earnings here given are after deducting taxes.
 b Net earnings here given are before deducting taxes.
 c After deducting State tax on gross earnings the net in January, 1895, was \$16,591.

d Includes operations of branch lines in both years.
 e After deducting other expenditures for repairs, replacements and general expenses, net income applicable to interest on bonds in January was \$81,502, against \$84,741 last year. This is the result in Mexican dollars treated (according to the company's method of keeping its accounts) as equivalent to 80 cents in United States money—that is, all depreciation beyond 20 per cent has already been allowed for.

f Expenses in February, 1895, include \$1,312 for rails and fastenings.
 g Including other income, net from January 1 to February 23 was \$1,240, against \$114,467, and from July 1 to February 23 \$358,221, against \$485,938.

h After deducting proportion due roads operated on a percentage basis and results of operations of auxiliary companies, net in Jan., 1895, was \$14,639, against \$56,064 in 1894, and for four months from Oct. 1 to Jan. 31, \$1,368,933, against \$1,861,857.

i Includes only one-half of lines in which Union Pacific has a part interest. Figures are given exclusive of results on Oregon Railway & Navigation, Union Pacific Denver & Gulf, Fort Worth & Denver City and Leavenworth Topoka & Southwestern.

j Including income from ferries, &c.
 k July mileage was 2,011.57 miles and included Richmond & Danville proper. August mileage was 3,731.13 miles and included Richmond & Danville, Charlotte Col. & Augusta, Columbia & Greenville and East Tenn. Va. & Ga., but not Louisville Southern and Georgia Pacific. In September and subsequent months mileage was 4,404.7 miles and included all lines.

l The decrease in gross for January due to snow blockade on Central Pacific.

Interest Charges and Surplus.—The following roads, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.

Roads.	Int'l. rentals, &c.		Bal. of Net Earnings.	
	1894-5.	1893-4.	1894-5.	1893-4.
Camden & Atl. Jan. 1 to Jan. 31.....	11,413	10,158	def. 6,639	def. 20,240
Chic. Burl. & Quincy. Jan. 1 to Jan. 31.....	815,000	797,243	def. 105,264	99,176
Chic. & West Mich. Jan. 1 to Jan. 31.....	33,145	32,759	def. 30,729	def. 50,062
Clev. Cin. Ch. & St. L. Jan. 1 to Jan. 31.....	232,905	225,887	1,322	4,455
July 1 to Jan. 31.....	1,655,095	1,589,547	355,757	414,306
Peoria & Eastern. Jan. 1 to Jan. 31.....	36,802	36,802	def. 3,237	def. 20,977
July 1 to Jan. 31.....	257,612	257,612	def. 2,388	def. 106,381
Denver & Rio Gr'de. Jan. 1 to Jan. 31.....	197,388	199,450	18,482	def. 2,680
July 1 to Jan. 31.....	1,404,378	1,414,109	414,639	144,184
Det. Lans. & Nor. Jan. 1 to Jan. 31.....	29,918	30,052	def. 23,345	def. 33,417
Flint & Pere Marq. Dec. 1 to Dec. 31.....	46,865	48,412	def. 144	def. 13,159
Jan. 1 to Dec. 31.....	611,121	605,161	36,916	53,023
Kan. C. Ft. S. & M. Jan. 1 to Jan. 31.....	108,071	111,444	657	877
July 1 to Jan. 31.....	779,189	800,277	94,129	62,763
Kan. C. Mem. & Bir. Jan. 1 to Jan. 31.....	11,229	39,969	9,623	def. 7,350
July 1 to Jan. 31.....	78,602	278,061	59,085	def. 122,464
Lake Erie & West'n. Jan. 1 to Jan. 31.....	57,957	55,245	58,986	35,463
Nashv. Chat. & St. L. Feb. 1 to Feb. 28.....	125,089	121,681	10,302	14,613
July 1 to Feb. 28.....	1,014,152	978,211	271,471	314,705
Sag. Valley & St. L. Jan. 1 to Jan. 31.....	3,557	3,557	def. 2,274	def. 2,289
St. Louis Alt. & T. H. Jan. 1 to Jan. 31.....	133,244	136,433	15,688	16,092
July 1 to Jan. 31.....	1,249,998	1,271,993	149,036	115,241
San Fran. & No. Pac. Feb. 1 to Feb. 28.....	17,233	17,342	def. 9,930	def. 13,816
Jan. 1 to Feb. 28.....	34,487	34,684	def. 30,031	def. 29,804
July 1 to Feb. 28.....	137,866	138,736	59,369	29,070
Tenn. Coal I. & R. R. Jan. 1 to Jan. 31.....	59,700	60,300	def. 3,700	10,900
Feb. 1 to Jan. 31.....	746,400	723,600	def. 75,400	95,800
Toledo & Ohio Cent. Jan. 1 to Jan. 31.....	40,022	34,233	def. 3,791	1,878
July 1 to Jan. 31.....	241,592	202,147	def. 17,328	def. 176,200
West Jersey & Brs. Jan. 1 to Jan. 31.....	17,486	17,486	def. 18,713	def. 27,333

* Deficiency caused by deep snow.
 † After allowing for other income received.
 ‡ These charges are simply for taxes and rentals, and do not include bond interest.

ANNUAL REPORTS.

Mexican National Railroad.

(Report for the year ending December 31, 1894.)

The annual report of President Raul will be found on subsequent pages of the CHRONICLE. The company has adopted an arbitrary rate of 80 cents to the dollar as a basis of converting its Mexican dollars into United States gold, but the actual loss of late years has been much greater, and this loss is charged in the item of "Exchange." In 1892 this item amounted to \$348,632, in 1893 to \$334,242 and in 1894 to \$708,119, these sums representing the loss in converting into gold that portion of the silver dollars needed to meet its gold payments, &c.

Earnings, expenses, &c., for four years were as follows:

	EARNINGS AND EXPENSES (MEXICAN CURRENCY).			
	1894.	1893.	1892.	1891.
Miles operated.....	1,218	1,218	1,218	1,218
Earnings—				
Passengers.....	1,152,394	1,185,130	1,173,695	1,177,297
Freight.....	3,077,378	2,942,291	3,464,732	2,948,939
Miscellaneous.....	99,307	97,382	117,603	80,186
Total.....	4,329,079	4,224,804	4,756,030	4,206,422
Expenses—				
Transportation.....	765,392	799,213	856,236	858,453
Motive power.....	849,526	1,017,269	1,369,728	1,312,998
Maintenance of cars.....	185,971	140,645	161,786	167,249
Maintenance of way.....	417,197	419,887	470,367	512,648
General.....	219,030	209,353	197,296	196,054
Total expenses.....	2,437,116	2,586,368	3,055,417	3,047,402
Net earnings.....	1,891,963	1,638,438	1,700,613	1,159,020
P. e. of op. exp. to earn'gs.	56.30	61.22	64.24	72.45

INCOME ACCOUNT (MEX. CURRENCY REDUCED TO U. S. CUR. AT 80 P. C.)

	1894.	1893.	1892.	1891.
	\$	\$	\$	\$
Receipts—				
Net earnings (at 80 p. c.).....	1,515,570	1,296,096	1,346,899	892,788
Other receipts.....	99,110			112,500
Total.....	1,612,680	1,296,096	1,346,899	1,005,288
Disbursements—				
Interest on 1st M. bonds.....	694,680	702,130	720,185	738,835
Interest on 2d M. "A" bonds.....			243,290	
Miscel. betterments.....	74,761	137,156	132,070	359,217
Int., disct., exchange, &c.....	718,071	434,242		52,920
Total.....	1,487,512	1,273,528	1,346,855	1,150,972
Balance.....	sur. 125,168	sur. 22,568	sur. 2,203	def. 145,684

CAPITAL ACCOUNT DEC. 31 (U. S. CURRENCY.)

	1894.	1893.	1892.
	\$	\$	\$
Cost of road and property.....	70,744,212	70,799,750	71,087,055
Bonds and stocks of other cos.....	4,047,750	4,047,750	4,047,750
Mexican National R. R. stock.....	21,250	21,250	21,250
Texas Mexican note and coupons, less coupons in suspense.....	209,088	209,088	209,088
Balance to general balance sheet.....	1,480,700	1,457,162	1,454,858
Total.....	76,503,000	76,535,000	76,820,000
Capital stock.....	33,350,000	33,350,000	33,350,000
1st mortgage bonds.....	11,583,000	11,615,000	11,900,000
2d mortgage bonds "A" and "B".....	24,530,000	24,530,000	24,530,000
3d mortgage bonds, incomes.....	7,040,000	7,040,000	7,040,000
Total.....	76,503,000	76,535,000	76,820,000

GENERAL BALANCE SHEET (U. S. CURRENCY.)

	1894.	1893.	1892.
	\$	\$	\$
Assets—			
Second mort. bonds "A" & "B".....	200,000	200,000	200,000
Tex. Mex. bond purchase.....	763,670	763,670	763,670
Cash.....	427,409	313,553	408,056
Accounts receivable.....	276,978	287,136	461,716
Express property.....	2,081	2,081	2,092
Tex. Mex. State lands.....	24,961	21,898	21,322
Materials on hand.....	306,812	306,242	328,650
Total.....	2,001,511	1,894,571	2,185,706
Balance from capital account.....	1,480,700	1,457,162	1,454,858
Balance from net revenue account.....	149,939	24,772	245,493
Liabilities—			
Pay-rolls and vouchers.....	193,821	200,162	254,813
Accounts payable.....	74,311	109,205	132,973
Interest on bonds.....	102,740	103,270	97,570
Total.....	2,001,511	1,894,571	2,185,707

Texas & Pacific Railway.

(Report for the year ending Dec. 31, 1894.)

The report of President George J. Gould contains the following:

General Results.—The earnings for the past year proved exceptionally good in view of the very trying conditions under which all railways were operated. The strike of coal miners in the West early in the year, followed shortly after in Chicago by that of the American Railway Union while not directly involving your line, interrupted the interchange of traffic and compelled the exercise of the closest economy to meet the prevailing stagnation. The net income of your road from January 1 to June 30 was but \$320,303, against \$648,619 for the same period of the previous year. Later, however, the remarkable yield of cotton in the State gave your road all the business it could conveniently handle.

In the litigation with the Southern Pacific Company, growing out of the operations of the Gould-Huntington contract, your company, on the 12th of May, 1894, compromised all claims by the payment of \$371,441 in cash. While the payment of this large sum severely taxed the resources of your company, it finally removed a threatening cloud which might

at any time have assumed serious proportions and affected the value of your securities.

The physical condition of your property has been carefully maintained, and even improved, during the year, notwithstanding the economies that had to be introduced to meet the existing commercial depression. Your road spans a region steadily increasing in population and wealth, and if properly maintained, it must prosper and keep step with the growth of the territory it occupies.

Your company, having no available resources outside of its earnings upon which it can draw for improvements, has been obliged to carefully husband its means to meet contingent expenses, and it is in the interest of all concerned that it should continue to do so for a time, until the end in view is accomplished.

The financial condition of your company on December 31st was in every way satisfactory—in fact, better than at the close of any previous year since the road was completed. During the year your management was obliged to purchase for the maintenance of the property, 5,000 tons of steel rails and fastenings which were paid for in cash, involving an outlay of \$125,144. In addition to the foregoing the following indebtedness was canceled. Bills payable, \$100,000; on account Gould Huntington settlement, \$200,000; car trust notes matured during the year, \$111,149.

Traffic.—Revenue from freight traffic shows an increase of \$155,097; this gain was all in local traffic. There was a notable increase in the movement of merchandise and manufactured articles, and in the products of mines and quarries, and a small increase in flour, while the movements of grain, live stock and lumber shows a large falling off.

The cotton movement during the year exceeded any previous record. Your company transported 672,333 bales, against 569,168 bales the previous year, yielding an increase of revenue on that commodity alone of \$333,439, and if it had not been for the interrupt ion experienced at New Orleans in the month of November in consequence of the destruction by fire of the Westwego cotton wharf, a still greater number of bales would have been handled.

Rails, etc.—The road operated aggregates 1,499 miles, of which 186 miles are iron and 1,313½ miles steel, 56 to 63 lbs. to the yard. All renewals hereafter will be in rails of 75 lbs. to the yard. During the past year 5,000 tons of steel rails were purchased and 3,000 tons put in the track. Of these rails 3,000 tons were of 63 lbs. and 2,000 tons of 75 lbs. weight. To have the entire road laid in steel not later than the close of 1896 a purchase of about 9,000 tons of rails each for the years 1895 and 1896 will be necessary.

During the year there were placed in track 619,999 cross-ties and 254 sets of switch-ties. About 600,000 cross-ties and 200 sets of switch-ties will be required during the year 1895.

The ballasting done during the year included: Eastern Division, gravel and cinders, 17 miles, 1,357 feet; Rio Grande Division, rock and cinders, 9 miles, 2,305 feet; Louisiana Division, cinders and river sand, 4 miles, 2,733 feet; total, 31 miles, 915 feet.

Equipment.—Your freight car equipment is in good condition, but should be increased in order to provide adequate equipment to handle the traffic during the coming crop season to the extent of at least 500 cars during 1895. Your attention is again called to the urgent necessity of equipping all your freight cars with air-brakes and automatic couplers. Your passenger equipment has been greatly improved, and the new cars built in the company's shops at Marshall are good enough for any class of business, but the present requirements of travel render a few more first-class coaches and several chair cars very desirable, if not an absolute necessity.

Irrigation.—The subject of irrigation is beginning to be looked upon quite generally as the most important question affecting the western portion of the State of Texas. The land is generally fertile, and when supplied with the necessary moisture never fails to produce abundant crops, and there is hardly a locality in which it is not possible to obtain the water necessary for irrigation purposes.

Statistics.—The comparative statistics of operations, earnings, income account, and the general balance sheet, for four years, have been compiled for the CHRONICLE as follows:

OPERATIONS AND FISCAL RESULTS.				
	1894.	1893.	1892.	1891.
Miles operated	1,499	1,499	1,499	1,499
Operations—				
Passengers carried.....	1,087,155	1,167,449	1,174,144	1,260,094
Passenger mileage.....	70,661,358	71,440,306	71,149,015	71,412,265
Rate p. pass p. mile.....	2.41 cts.	2.55 cts.	2.56 cts.	2.70 cts.
Freight (tons) moved.....	1,746,428	1,790,035	1,680,687	1,533,935
Freight (tons) mil'ge.....	435,438,518	433,067,436	415,417,416	384,425,377
Av. rate, p. ton p. m.....	1.19 cts.	1.16 cts.	1.14 cts.	1.26 cts.
Earnings—				
Passenger.....	1,701,820	1,819,268	1,819,020	1,925,564
Freight.....	5,194,510	5,039,413	4,716,685	4,951,390
Mail, express, etc.....	456,553	475,611	451,996	449,518
Total earnings.....	7,353,013	7,334,292	6,987,701	7,226,462
Operating expenses—				
Maintenance of way.....	1,191,862	1,123,475	1,175,855	1,199,610
Maintenance of cars.....	445,813	409,813	415,441	366,477
Motive power.....	1,573,601	1,609,424	1,672,568	1,681,212
Transportation.....	1,874,214	1,875,981	1,992,543	2,073,432
Taxes.....	199,449	203,667	193,285	190,129
General.....	204,885	199,229	228,537	224,831
Total.....	5,489,924	5,421,529	5,678,209	5,715,721
Net earnings.....	1,863,189	1,912,763	1,309,492	1,510,741
P. c. op. ex. to earn.....	74.86	73.92	81.26	79.09

INCOME ACCOUNT.				
	1894.	1893.	1892.	1891.
Receipts—				
Net earnings.....	1,863,189	1,912,763	1,309,492	1,510,741
Other receipts.....	71,954	117,768	115,920	96,151
Total income.....	1,935,143	2,030,531	1,425,412	1,606,892
Disbursements—				
Rentals & sundries.....	109,277	91,127	84,955	82,079
Interest on bonds.....	1,273,490	1,279,490	1,279,490	1,279,490
Bond's, equip., &c.....	33,134	132,819	204,424	212,392
Extraordinary.....	244,907	.....	.....	.....
Tot. disbursements.....	1,666,803	1,503,433	1,568,869	1,573,971
Balance.....	sur.268,335	sur.527,093	def.143,457	sur.33,021

* Settlement in suit of So. Pac. Co. under Gould-Huntington contract and judgments in suits prior to reorganization.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.				
	1894.	1893.	1892.	1891.
Assets—				
RR, b't'ies, eq., &c.....	80,855,422	80,934,105	81,314,739	80,484,907
N. O. Pac. RR. stock.....	6,712,500	6,712,500	6,712,500	6,712,500
Bonds owned.....	5,733,161	5,732,548	5,778,039	5,777,331
Gravel and ballast.....	137,459	137,164	136,889	136,577
Materials, fuel, &c.....	203,223	213,452	203,327	272,617
Cash on hand.....	145,219	168,347	102,537	94,957
Due from agts., &c.....	955,234	959,642	1,022,263	983,913
Int. due and acc'd.....	221,174	218,029	217,399	224,984
Land notes rec'd.....	88,492	91,371	117,281	140,523
Miscellaneous accounts.....	192,151	194,027	202,479	125,991
Total assets.....	95,112,852	95,230,156	95,114,114	94,693,716
Liabilities—				
Capital stock.....	34,710,900	34,710,900	34,710,900	34,710,900
Bonds & int. scrip.....	54,228,204	54,234,834	54,246,397	54,253,775
Equip. & notes.....	324,403	435,552	332,900	84,542
Vouchers & pay rolls.....	329,220	597,617	797,244	947,407
Int. due and acc'd.....	218,029	217,399	217,399	224,984
Other accounts.....	273,311	445,840	779,153	344,064
Income account.....	825,649	557,304	30,203	173,663
Total liabilities.....	95,112,852	95,230,156	95,114,114	94,693,716

* Consists of Texas & Pacific 2d mortgage bonds, \$1,763,000; \$3,951,000 1st mortgage bonds held to retire 1st mortgage Eastern Division bonds and Texas School Fund loan and \$63,161 other securities.

† In 1894 includes \$150,000 bills payable; in 1893 \$100,000, and in 1892 \$323,280.

—Vol. 59, p. 1003.

Fort Worth & Denver City Railway.

(Report for the year ending Dec. 31, 1894.)

The report of President G. M. Dodge says:

The great depression of business all over the country has affected your road as well as all others. We also lost in the year of 1894 a portion of our wheat crop, which materially aided to reduce our earnings. The company hopes that the earnings of the present year will be sufficient upon which to base some acceptable plan of reorganization.

Under the laws of Texas it would be very difficult to reorganize through foreclosure proceedings. It would almost seem impossible to reorganize now under the present laws of that State, on account of the inability of the company to issue any security that is an additional lien upon the property or the earnings, to take up past due interest, or to fund any portion of the future interest. A bill has been submitted to the Legislature of Texas to overcome these defects in the law of that State; when that is passed, the company is in hopes that the committee for reorganization will be enabled to submit a plan which will be acceptable to the security holders. In any reorganization without foreclosure it requires the unanimous consent of all the bondholders. The charter of the company is a valuable one, and if it be possible, it should be preserved.

During the year 1894 ten miles of new steel rails, costing \$34,171.69 were purchased and put in the track, being charged to operating expenses, and new ties to the value of \$56,523.99 were also put into the track and charged to operating expenses.

Earnings, expenses and charges have been as follows:

EARNINGS AND EXPENSES.			
	1894.	1893.	1892.
Earnings—			
Passenger.....	255,463	361,894	429,854
Freight.....	969,174	1,031,294	1,209,778
Miscellaneous.....	111,242	105,538	110,632
Total.....	1,335,879	1,498,730	1,750,264
Expenses—			
Transportation.....	308,344	407,295	428,114
Motive power.....	308,214	317,555	347,308
Maintenance of cars.....	91,690	94,329	88,873
Maintenance of way.....	242,995	252,240	277,617
General.....	62,859	58,128	63,676
Taxes.....	34,210	46,338	43,453
Rental.....	10,000	10,000	6,933
Total.....	1,058,402	1,185,885	1,255,874
Net earnings.....	277,477	312,845	494,410

INCOME ACCOUNT.			
	1894.	1893.	1892.
Net earnings.....	277,477	312,845	494,410
Other income.....	25,719	23,800	18,780
Total.....	303,196	336,645	513,190
Deduct—			
Interest on 1st mortgage bonds.....	490,560	491,625	490,560
Interest on equip't trust bonds.....	8,000	8,000	8,000
Interest on Pan Handle Ry. bonds.....	11,250	11,250	11,250
Total.....	509,810	510,875	509,810
Balance.....	def.206,614	def.174,230	sur.3,380

GENERAL BALANCE SHEET DECEMBER 31, 1894.			
	1894.	1893.	1892.
Assets.			
Cost of road & fix'ts.....	\$17,403,723		
Real estate.....	13,431		
Accounts receivable.....	127,069		
Bills receivable.....	91,115		
Material and supplies.....	71,141		
Cash on hand.....	271,597		
Bonds and stocks.....	796,134		
Profit and loss.....	41,068		
Total.....	\$18,815,281		
Liabilities.			
Capital stock.....	\$9,375,000		
First mortgage bonds.....	8,176,000		
Equipment trust bonds.....	160,000		
Accounts payable.....	311,999		
Interest due & unpaid.....	749,835		
Int. accrued not due.....	43,547		
Total.....	\$18,815,281		

—Vol. 60, p. 43.

Columbus Hocking Valley & Toledo Railway.

(Report for the year ending Dec. 31, 1894.)

In advance of the annual report the following figures have been compiled from an official statement furnished to the CHRONICLE.

	1894.	1893.	1892.
Gross earnings.....	2,688,700	3,270,362	3,372,585
K. & M. rental.....	10,000	10,000	10,000
Total receipts.....	2,698,700	3,280,362	3,382,585
Expenses of operation.....	1,442,774	1,404,735	1,805,128
Ratio of op. ex. to earn., excl. taxes.	(53.68)	(55.37)	(53.52)
Net earnings.....	1,255,926	1,471,627	1,577,457
Deductions—			
Taxes.....	96,123	92,698	85,316
Rental Pennsylvania Co.....	25,765	25,616	26,804
Interest on funded debt.....	923,030	923,030	923,030
Interest and discount on car trust.....	92,373	60,809	51,327
Other int. est.....	9,863	6,457	4,455
Total charges.....	1,147,353	1,108,638	1,080,932
Surplus of earnings over expenses, interest, taxes and rentals.....	108,571	362,989	486,525
Less dividends on preferred stock.....	(5)100,000	(5)100,000	(2)50,000
Balance, surplus.....	8,572	262,989	436,525

-V. 60, p. 130.

Pittsburg & Western Railroad.

(Report for the year ending June 30, 1894.)

The figures for the year ending June 30, 1894, as published in the daily papers are as follows:

	1894.	1893.	Inc. or Dec.
Gross earnings.....	2,318,677	2,586,185	Dec. 267,507
Operating expenses.....	1,662,811	2,058,910	Dec. 396,099
Net.....	655,866	527,274	Inc. 128,591
Other income.....		5,000	Dec. 5,000
All income.....	655,866	532,274	Inc. 123,591
Charges.....	928,038	868,391	Inc. 59,647
Deficit.....	272,172	336,116	Dec. 63,944

BALANCE SHEET JUNE 30, 1894.

Assets—	Liabilities.
Cost of road.....	Capital stock.....
Stocks and bonds.....	Funded debt.....
Materials.....	Real estate mortgages.....
Advances sub'd. r'ds.....	Car trusts.....
Current assets.....	Current liabilities.....
Profit and loss.....	Bills & accts. payable.....
Total.....	Total.....

Terminal Railroad Association of St. Louis.

(Report for the year ending Dec. 31, 1894.)

The gist of the annual report was published in the CHRONICLE of March 9, but the balance sheet, which was not contained in the advance statement, is as follows:

Assets.	Liabilities.
Property and equip't.....	Capital stock.....
Stock St. L. Merc's B.....	First mortgage bonds.....
T. Ry. Co.....	Due for current op's.....
Cash.....	Accrued rentals.....
Due by agents, etc.....	Acct. int. on Ist. M. bds.....
Due by companies and individuals.....	Acct. int. on loans and real estate notes.....
Due by U. S. P. O. Dept.....	Bills payable, real estate.....
Supplies on hand.....	Bills payable, loans.....
Securities held as coll., acct. St. L. M. B. T. Ry., par value.....	Bills payable, Mer. B'dge.....
Total assets.....	Liabilities.....
	Bills payable W. Belt line.....
	Due St. L. M. B. T. Ry.....
	Miscellaneous.....
	Bal. income account.....
	Total liabilities.....

-Vol. 60, p. 430.

Peoria & Pekin Union Railway.

(Report for the year ending December 31, 1894.)

The report of President J. Ramsey, Jr., says, in part:

"While the revenues from freight and passenger traffic of nearly all other railroads for the year decreased from twenty to thirty per cent, the gross revenues of your company (including the amount received from tenant lines on account of joint expenses) decreased \$38,116, or 4.58 per cent, while the expenditures for operating expenses, taxes and rentals decreased \$45,850, or 11.49 per cent, giving a resultant increase of \$17,734, or 29.2 per cent, in net surplus."

Earnings, expenses and charges have been as follows:

	1894.	1893.	1892.	1891.
Freight.....	51,873	63,110	67,367	48,842
Passengers.....	19,627	18,885	20,053	17,011
Express.....	1,348	1,306	811	760
Miscellaneous.....	20,118	19,582	21,239	21,154
Terminal switch'g, industr's.....	58,760	62,564	65,314	63,037
Ter. switch'g, R.R.s. & tenants.....	228,506	231,074	223,148	203,811
Total earnings.....	380,232	401,521	398,012	354,612
Operating expenses.....	268,213	306,319	279,301	264,861
Per ct. oper. exp's to earn.. (70.54)		(76.41)	(70.15)	(74.60)
Net earnings.....	112,019	94,702	118,710	90,051
Received from rentals.....	161,689	159,967	151,095	146,829
Total net revenue.....	273,708	254,569	269,805	236,880
Deduct—				
Interest on bonds.....	157,155	157,155	157,155	157,155
Rentals.....	12,441	9,318	7,317	7,253
Taxes.....	25,724	26,442	26,205	22,312
Total charges.....	195,320	192,915	190,677	186,720
Surplus.....	78,388	61,654	79,128	50,160

* From this paid \$40,000 in dividends.

FINANCIAL EXHIBIT DEC. 31, 1894.

Assets—	Liabilities—
Cost of property, &c.....	Capital stock.....
Due from agents.....	Bonds (see SUPP.).....
Due from individuals.....	Vouchers and rolls.....
Due from railroads.....	Bills payable.....
Cash.....	Interest.....
Material on hand.....	Betterment account.....
Surplus account.....	Income account.....
Total.....	Total.....

Cumberland Valley Railroad.

(Report for the year ending Dec. 31, 1894.)

The gross earnings of main line and branch roads as compared with the preceding year show a falling off of \$37,659. The reduction of \$141,385 in expenses was so distributed through the different departments as not to impair the efficiency of the service, and the roadway, equipment and property have been well maintained. The great falling off in revenue, required of the management the utmost economy, and no more work was done in the equipment and roadway departments, than was actually necessary for a proper maintenance of the property.

The earnings, expenses and income account (entire line) for 1893 and 1894 were as follows:

Earnings—	1891.	1893.
Passengers.....	\$2,26,551	\$334,936
Freight.....	464,552	509,436
Mail, express, &c.....	70,543	74,934
Total earnings.....	\$831,646	\$919,306
Expenses—		
Transportation.....	\$208,073	\$236,133
Motive power.....	17,854	203,317
Maintenance of cars.....	35,789	83,438
of way.....	132,744	165,767
General.....	28,256	27,937
Total expenses.....	\$575,756	\$717,042
Net earnings.....	\$255,890	\$202,264
INCOME ACCOUNT.		
Net earnings.....	\$255,890	\$202,264
Deduct—		
Interest on bonds.....	\$27,640	\$27,640
Taxes.....	26,214	22,054
Net earnings of Mott. Alto R.R.....	975	2,230
Dividends (3 p. c.).....	142,223	142,223
Total.....	\$197,057	\$194,212
Surplus.....	\$58,833	\$8,056

* Amount to credit of profit and loss Dec. 31, 1894, \$169,771.

The balance sheet is as follows:

Liabilities.	Assets.
First pref. stock.....	Cost of road, &c.....
Second pref. stock.....	Contingent fund.....
Common stock.....	Materials on hand.....
First mort. bonds.....	Cash.....
Second mort. bonds.....	Due from agents.....
Divid. and interest.....	Due from other roads.....
And. vouchers & accts.....	Other assets.....
Other liabilities.....	
Profit and loss.....	
Total liabilities.....	Total assets.....

GENERAL INVESTMENT NEWS.

To facilitate reference to information appearing in this column, particularly during the two months following the publication of the INVESTORS' SUPPLEMENT (each SUPPLEMENT containing an index up to date of issue), it is proposed to append to all items here given the volume and page of the CHRONICLE where the last previous item pertaining to the company was published. It will then be an easy matter having found one statement regarding a company to refer to others of earlier date.

Furthermore, as ready reference is especially desirable as regards reorganization plans, the names of reorganization committees and the payment of overdue coupons, all announcements concerning these appearing after the publication of the latest issue of the INVESTORS' SUPPLEMENT will be indexed together in this column under heading "Reorganization Plans; etc."

Anthracite Coal Roads.—The presidents of the anthracite coal-carrying railroads held a meeting Thursday in this city to consider the condition of the anthracite coal trade, the distribution of traffic, etc. All the anthracite companies were represented. A general desire for harmony and an effective adjustment was expressed. The following committee of five was appointed to take up the question of allotment, and if possible devise a satisfactory plan of action: J. Rogers Maxwell, President of the Jersey Central; Sales Agent Henderson, of the Reading; W. H. Joyce, General Freight Agent of the Pennsylvania; R. H. Sayre, Second Vice-President of the Lehigh Valley, and Thomas F. Torrey, General Sales Agent of the Delaware & Hudson.—V. 60, p. 479.

Atlantic Trust Company (N. Y. City).—This company will hold a special meeting on April 9 to consider an increase of the capital stock from \$500,000 to \$1,000,000.

Bay State Gas.—A bondholders' committee, composed of George Ripley, L. S. Tuckerman and Gordon Abbott, request holders of first and second series United Gas bonds to send their address and amount of holdings to members of the committee or to Charles P. Greenough, counsel, 39 Court Street, Boston, that the provisions of the trust agreement may be enforced.—V. 60, p. 431.

Brooklyn Trust.—This company has decided to build up its surplus to \$2,000,000, and in order to do this the regular quarterly dividend due April 1 has been reduced from 5 to 4 per cent. William N. Dykman has been elected a trustee in place of J. M. Rolfe, deceased, and Thomas T. Barr succeeded Frederick Cromwell.

Called Bonds.—The following have been called for payment, the numbers may be learned at the office of the respective companies:

CORNING COWANESQUE & ANTRIM.—172 bonds of 1883 for \$1,000 each and 16 for \$500 each have been drawn, and will be paid off May 1st.

Cape Fear & Yadkin Valley.—The first mortgage bondholders' committee on Tuesday sent representatives to establish their claim before the special master at the hearing at Wilmington, N. C. The committee represents, it is understood, about \$2,800,000 bonds deposited under the terms of the bondholders' agreement out of a total issue of \$3,054,000. The bondholders hope to get a decree of foreclosure at the April term of court and will probably buy the property in when it is offered for sale. A proposition to form an alliance with the Roanoke & Southern has, it is said, been favorably received by the security holders of both companies. Nothing definite in this direction can be done, however, until the Cape Fear & Yadkin Valley foreclosure proceedings are disposed of.—V. 59, p. 1057.

Central of Georgia.—Details of a reorganization plan have appeared this week in the daily papers, but no official statement relating to it is obtainable. It is understood, however, that the reorganization committee has made good progress with its arrangements.—V. 60, p. 350.

Chicago Indiana & Eastern.—A mortgage has been filed at Wabash, Ind., to the Illinois Trust & Savings Bank of Chicago upon all the property of this road, which is projected to run from Chicago, Ill., to Columbus, Ohio, through Peru, Fairmount and Muncie. Twenty five miles are said to have been graded two years ago.

Cincinnati & Muskingum Valley.—Messrs. Winslow, Lanier & Co. will pay on and after April 1 the coupon for six months' interest due July 1, 1887, upon the first mortgage bonds of this company.

Citizens' Co-operative Gas Company (Chicago).—This company, with authorized capital of \$15,000,000, has been chartered in Illinois for 99 years to supply gas in Chicago.

Cleveland Akron & Columbus.—The annual meeting of the stockholders of the Cleveland Akron & Columbus Railway Company was held at the office of the company at Cleveland, Ohio, Thursday, March 21, 1893, at 2 P. M.

The following directors were elected for the ensuing year: George W. Saul, Wm. Chisholm, F. Rockefeller, L. N. Coe and James H. Hoyt, all of Cleveland, Ohio; R. M. Gilbert, Columbus, Ohio, and Mills W. Barse, Buffalo, N. Y. At the meeting of the board of directors, to be held March 22, the old officers will be re-elected as follows: George W. Saul, President and General Manager; Frederick E. Rittman, Treasurer; S. Y. McNair, Secretary and Auditor. The earnings submitted for the first seven months of the fiscal year appear elsewhere in the CHRONICLE.—V. 59, p. 651.

Columbus Hocking Valley & Toledo.—At the annual meeting of stockholders of this company the following were elected directors to serve one year: C. C. Waite of Columbus, Ohio, C. Morris of Cleveland, and James W. Ellsworth of Chicago. To serve two years: C. S. Brice of New York and P. W. Huntington and James Kilbourne of Columbus. And to serve three years: Samuel D. Davis, C. B. Alexander, and Thomas F. Ryan of New York. Messrs. Ellsworth and Morris are large operators in bituminous coal along the company's lines, and have recently acquired an interest in its securities.—V. 60, p. 130.

Georgia Southern & Florida.—No bid was made for this road on the 19th inst, the upset price for that date being fixed at \$3,750,000. The property will again be offered at public sale on the first Tuesday in April, at which time the upset price is to be \$3,000,000.—V. 60, p. 432.

Jacksonville Louisville & St. Louis.—Receivers' certificates for \$29,463 have been authorized to meet advances made in payment of taxes.—V. 59, p. 738.

Kentucky & Indiana Bridge.—A committee consisting of John W. Green, L. C. Murray and Atilla Cox request holders of this company's terminal bonds to deposit their bonds with the Columbia Finance & Trust Company of Louisville.—V. 60, p. 82.

Lake Street (Chicago) Elevated RR.—The committee of bondholders announce that the necessary majority has signed the bondholders' agreement. Additional assents will be received at the office of A. O. Slaughter & Co., 115 La Salle St., Chicago, until April 17. Full particulars and a resumé of the agreement are given in the advertising columns.—V. 60, p. 391.

Long Island RR.—New York & Long Island Bridge.—Proceedings have been taken in the Supreme Court to acquire by right of eminent domain property at the corner of Second Avenue and Sixty-fourth Street, New York, which will be used in the construction of the new bridge.—V. 59, p. 969.

Long Island Traction.—On Wednesday it was announced that Horace J. Morse of the firm of A. M. Kidler & Co. had been appointed receiver of this company by the United States Circuit Court of Virginia, in which State the Traction Company was organized. The application for a receiver was made by Thomas Moore, the counsel of the company, and was endorsed by the committee of stockholders which was recently appointed to devise some plan to extricate the company from its financial difficulties. Mr. Morse was the chairman of the committee, but on receiving notice of his appointment as receiver resigned from the committee, and J. G. Jenkins, President of the First National Bank of Brooklyn has been appointed in his place.

The committee sent out this notice to the stockholders explaining the situation:

To the Stockholders of the Long Island Traction Company:

After the circular of March 8 was issued hostile proceedings were threatened against the Long Island Traction Company, which, if taken, would, in the opinion of your committee, have been injurious to the best interests of the larger number of the creditors and stockholders of the company.

Certain of the collateral trust noteholders of the company, acting for themselves and others, have therefore proceeded against the Long Island Traction Company and the Brooklyn Heights Railroad Company, in the domicile of the Traction Company in Virginia, and the United States Circuit Court has appointed Horace J. Morse receiver of the Long Island Traction Company.

Such action was taken with the knowledge and approval of your committee and stockholders of the company to a large amount, in the belief that it was necessary at the present time. This application for a receiver, however, is simply an anticipation of like action, which, in the opinion of your committee and its counsel, might ultimately have been necessary in order to accomplish the prompt and successful reorganization of the company.

Before a receivership at this time was contemplated the co-operation of a large majority of the holders of the collateral trust notes (which your committee in its previous circular stated would be invited) had been secured in aid of reorganization, subject to the raising by your committee of the sum of \$500,000 before March 24, 1893.

Such co-operation, in brief, is that money contributed by stockholders and others shall, under certain conditions, share in equal proportion with the assenting collateral trust noteholders in any reorganization of the Traction Company. It is now the intention of your committee to advance the money, to pay the rental and other obligations, to the receiver instead of to the company, as before outlined. The receiver's certificates, if issued and purchased, will be held by your committee and disposed of for the benefit and protection of the contributors of money and of the assenting noteholders.

This arrangement with the assenting noteholders will, in the opinion of your committee, insure the contributing stockholders greater protection than could otherwise be possible.

The stockholders are therefore urged to contribute the amount of \$2 per share heretofore requested and thus participate to the fullest extent in the benefits of any reorganization which may take place.

The participation receipts to be issued by the committee will be ready for delivery on Friday, the 24th inst. Meanwhile contributors will receive the receipt of either the First National Bank of Brooklyn, the People's Trust Company of Brooklyn, or the New York Guaranty & Indemnity Company of New York, to be exchanged for the committee's receipts as soon as same are printed and ready for delivery.

The term of deposit is extended to Monday, the 25th inst. Mr. H. J. Morse has resigned from this committee and Mr. J. G. Jenkins has been selected to fill the vacancy.

President Lewis has sent a notice to the stockholders endorsing the above circular.

Yesterday afternoon the Reorganization Committee sent a circular to the stockholders, saying:

That they have determined to embody in any plan of reorganization that they may propose a provision that the stockholders of the company and others who now contribute the sum of \$2 per share, in accordance with the circulars heretofore issued, will receive bonds of the reorganized company of the character heretofore described, for the amount of the contribution, with interest from March 25, 1893, such bonds to be taken at 85 per cent of their par value, and also an amount of common stock of the reorganized company equal to 50 per cent of the amount of the contribution.

The committee have called upon the receiver to obtain authority to issue the receivers' certificates heretofore spoken of, and reiterate that it is absolutely essential for the protection of the interests of the stockholders that they should promptly and fully respond to this call.

Holders of the joint collateral trust notes of the Brooklyn Heights RR. Co. and the Long Island Traction Co. are requested to send their addresses and amount of their holdings to the New York Guaranty & Indemnity Co., Trustee, 65 Cedar Street, New York.—Vol. 60, p. 480.

Louisville Evansville & St. Louis.—An order has been issued at Indianapolis for the payment of interest on the first and second mortgage bonds. A meeting of the consolidated bondholders was held on Friday at the office of the New York Security & Trust Co. and a committee appointed to prepare a plan of reorganization. The committee consists of Wm. L. Bull, Jas. Stillman, W. H. Tilford and C. S. Fairchild.—V. 60, p. 481.

Louisville New Albany & Chicago.—The officers of this company treat as of little or no importance the decision rendered this week by Judge Baker in the United States District Court at Indianapolis. The decision holds the company liable for \$310,000 on account of contractors' claims against the Chicago & South Atlantic, a road absorbed by the New Albany many years ago. The suit, which has long been in the courts, will be appealed.—V. 59, p. 515.

Mexican Central.—The annual meeting of the company will be held in Boston May 1 to elect directors for the ensuing year, to confirm the directors' action in guaranteeing the Tampico Harbor Company's first mortgage bonds of 1894, and for the transaction of other business.—V. 60, p. 300.

New York Central & Hudson River.—The debentures of this company, issued in 1889, have, as is well known, a stock-conversion privilege. It now appears that they have also the mortgage right, which it has long been understood they did not possess. One of the leading bond firms on the Street is responsible for the error in this regard, which was incorporated into the INVESTORS' SUPPLEMENT, the information having been sent to the CHRONICLE in writing. One of the bonds was brought to us yesterday and established the error beyond a peradventure.—V. 60, p. 481.

New York New Haven & Hartford.—This company has offered \$150 a share for all the stock (about 7,000 out of the total of 20,000 shares) of the Providence & Stonington Steamship Company held by outside parties. This is believed to be preparatory to a consolidation of the Stonington Steamship Co. with the Old Colony Steamboat Co.—V. 60, p. 302.

Northeastern R.R. of Georgia.—The Governor of the State of Georgia advertises the sale of this road for April 16, 1895. The right is reserved to the State to bid for the property at the sale to the extent of the bonded indebtedness of said company upon which the State is endorser, to wit., the sum of \$260,000 and accrued interest.—V. 60, p. 177.

Oregon Railway & Navigation—Oregon Short Line & Utah Northern.—At Portland, Oregon, on Monday, Judge Bellinger denied the petition asking that the receiver of the Oregon Railway & Navigation Company be required to keep separate accounts for the several lines in that system.

As regards the Oregon Short Line receivership case, the telegraphic accounts of the procedure of the courts at Portland are so confused as to make it impossible to say what the result of the contest will be. It appears, however, that on Wednesday the court declined to make any change in the receivers, for the reason that the application should first be made to the United States Circuit Court for the district of Wyoming. At the same time it gave the applicant permission to renew the motion after the case shall have been submitted to the Wyoming court. On Thursday in another suit John M. Egan was appointed receiver of the Oregon Short Line & Utah Northern, but it is understood he is not to take possession until the entry in the District Court of Wyoming of the order directing the receivers now in charge to transfer the property to him.

According to Boston dispatches the Union Pacific officers say that this last order does not in any way change the situation and that the whole matter now goes back to the court over which Judge Sanborn is presiding in the Wyoming district, where the matter of a separate receivership will be heard upon its merits. On the other hand parties identified with the American Loan & Trust Company of Boston, which is seeking the separate receivership in the interest of the consolidated and collateral trust mortgages, of which it is trustee, are said to consider that they have won their cases and that they must now go to the Wyoming court to get the property, and that failing to get it there they can go back to the court in Oregon. Whether this sending of the case back to the Wyoming court is a mere matter of courtesy as between courts or not, future events must determine.—V. 60, p. 481.

Panama Railroad.—This company has purchased the Alliance, Advance and Finance of the Brazil Steamship Line.—V. 59, p. 1008.

Parkersburg Traction.—A press dispatch from Parkersburg, W. Va., says that on Monday a charter was issued to the Parkersburg Traction Company, with a capital of \$1,000,000, for the purpose of building electric car lines in that city and vicinity. The incorporators are Boston and Parkersburg people.

Philadelphia Reading & New England.—The Wilson Committee, 38 South Third St., Philadelphia, have issued a circular giving their reasons why assents to the Fletcher Committee plan should be withheld.—V. 60, p. 481.

Philadelphia Traction.—The stockholders on Thursday authorized the directors to issue an additional 100,000 shares of stock (par \$50 each) at par. Stockholders of record March 30 will have the privilege of subscribing for one share of the new stock to three of the old—instalments of \$10 each to be due and payable on the 10th day of April, June, August, October and December. The new issue will increase the capital to \$20,000,000. President Widener, in an address to the stockholders, said that the new issue of 100,000 shares would probably be a final issue, and that the proceeds from it, together with the securities owned by the company, would pay for all the work of equipment and extensions now in hand, and provide for the floating debt. No further extensions would be made for the present beyond the natural growth of the system.—V. 60, p. 178.

Pittsburg Cincinnati Chicago & St. Louis.—The \$116,000 bonds of the Chicago & Great Eastern due April 1, 1895, will be redeemed at maturity at the office of the Union Trust Company, New York City.—V. 59, p. 969.

Port Royal & Western Carolina.—The court at Augusta, Ga., has ordered the sale of this road under foreclosure the first Monday in April.—V. 56, p. 972.

Portsmouth Street Railroad & Light.—The statement concerning this Ohio corporation was accidentally placed, in the STREET RAILWAY SUPPLEMENT, under the caption Portsmouth, N. H.

Reorganization Plans, etc.—The following is an index to all defaults, reorganization plans, the names of all reorganiza-

tion committees and all statements respecting the payment of overdue coupons that have been published in the CHRONICLE since the January edition of the INVESTORS' SUPPLEMENT was issued, all earlier facts of this nature being set forth in that publication. It does not, however, include matter in to-day's CHRONICLE.

The following abbreviations are used: *Plan* for reorganization or readjustment plan; *coup.* for coupon payments; *def.* for default; *Com.* for committee.

Volume 60.	Page.	Volume 60.	Page.
Atchison, T. & S. Fe.	plan 479	Norfolk & Western.....	Com. 302
Ches. & O. S. W. 1st M.	coup. 176	Oregon S. L. & U. N.	coup. 220
Chicago & No. Pac.	Com. 258	Peoria Decatur & E.	coup. 35
Chic. & South Side R. T.	Com. 175	Phila. & Reading.....	Com. 219
Cleve. Can. & So.	Com. 276	Phil. Read. & N. E.	Com. 178
Do do do	coup. 176	Rio Grande Southern	plan 302
Distilling & Cattle Feed g.	plan 480	Schenectady Ry.	plan 303
G. Bay W. & St. P.	Com. 301, 391, 480	Union Pacific.....	Com. 220
Jack. Tampa & K. W.	Com. 219	Do do	coup. 220
Lake St. Elevated, Chic.	plan 391	Kansas Pacific.....	Com. 393
Lincoln (Neb.) St. Ry.	Com. 259	U. S. Book Co.	Com. 303
Long Island Traction	plan 480	Valley of Ohio.....	plan 437
Mobile & Girard.....	coup. 392	Wisconsin Central.....	plan 260

St. Louis & San Francisco—Atchison System.—The receivers of the St. Louis & San Francisco announce that by order of the Court they will pay the following on April 1: Coupons No. 36, due Nov. 1, 1894, from St. Louis & San Francisco series A, B and C bonds; coupons No. 20, due April 1, 1895, from Fort Smith & Van Buren Bridge Company first mortgage 6 per cent bonds. Also coupons No. 14, due Oct. 1, 1894, from St. Louis & San Francisco first mortgage trust 5 per cent bonds of 1887.—V. 60, p. 391.

San Antonio & Gulf Shore.—Henry Terrell has been appointed receiver of this road.—V. 59, p. 1105.

Savannah Americus & Montgomery.—The receivers of this company have received authority from the Court to issue and sell at not less than 95 cents on the dollar \$54,000 5-year 7 per cent receivers' certificates for repairs on the road, &c. These certificates are to have priority over the bonds.—V. 60, p. 393.

Savannah Florida & Western—Sanford & St. Petersburg.—It is reported that the Plant system has acquired control of the old Orange Belt Railway, now known as the Sanford & St. Petersburg R.R., a narrow-gauge line running from Sanford, the head of navigation on the St. John's River, to St. Petersburg, on Tampa Bay, a distance of 152 miles.—V. 59, p. 779.

Southwestern Railway of Georgia—Montgomery & Eufaula.—A press dispatch from Macon, Ga., says that the Southwestern Railway Company on Wednesday filed its answer to the suits brought by the New York Mutual Life Insurance Company and A. Iselin & Co., owners of \$71,000 of the \$1,500,000 bonds issued by the Montgomery & Eufaula R.R. Co. which were guaranteed by the Southwestern. The defendant company says that at the time of the guarantee it was under control and in possession of the Central Railroad of Georgia. The guarantee was not made by the stockholders of defendant company and no benefit whatever was derived from it. It says that every purchaser of the bonds sued upon had knowledge of all the facts.—V. 58, p. 938; v. 59, p. 152.

Texas & Pacific.—At the annual meeting this week John P. Munn was elected a director in the place of E. B. Wheelock. No other changes in the board were made, and the old officers were re-elected. At a meeting of the directors a resolution was passed directing the Treasurer to pay the \$150,000 still due on the Huntington-Gould contract.—V. 59, p. 1008.

Topeka Water Company.—The Street Committee, which is supported by Newman Erb, receiver for Coffin & Stanton, announce that they represent a majority of the Topeka Water Company's first mortgage bonds. The total of these bonds outstanding is \$1,080,000. The Coston Committee, represented in New York by Messrs. Sullivan & Cromwell, are also said to represent about half the total issue. The latter committee is pushing foreclosure, under the authority of the mortgage trustee. Under the terms of the mortgage the right to foreclose is conferred upon one-third in interest of the bondholders.—V. 59, p. 1142.

Union Pacific—Denver Leadville & Gunnison.—Henry Budge, Charles A. Peabody, Jr., and H. DeCoppet began suit in the Supreme Court this week against the Union Pacific Railway to recover \$1,746,340 on certain bonds which they represent belonging to the Union Pacific $\frac{1}{2}$ per cent loan of 1889 for \$2,030,000. The defendant defaulted on the interest due on this loan and upon notice from one-tenth of the bondholders the Central Trust Company sold the 2,254 of the first mortgage bonds of the Denver Leadville & Gunnison deposited as collateral for \$25,000 at the New York Real Estate salesrooms on Sept. 19, 1894. The plaintiffs say that at the time they were the lawful holders of 1,687 of the said bonds of the defendant, and received from the Trust Company on account of such sale \$19,737, being \$11.70 realized for each bond, after payment of costs. The plaintiffs, who are a committee of security holders, now sue for the deficiency, which, with interest, amounts to \$1,764,340.—V. 60, p. 260, 481.

Union Pacific—Kansas Pacific.—At a meeting of holders of the Denver extension bonds of the Kansas Pacific on Wednesday a committee was appointed, consisting of Messrs. Thornell, Wetzlar and Martin. The Committee will act with the trustees of the mortgage with a view to securing prompt payment of the interest on the bonds.—V. 60, p. 481.

For other Investment Items see page 525.

Reports and Documents.

MEXICAN NATIONAL RAILROAD CO.

CITY OF MEXICO OFFICE,
28 CALLE DE ORTEGA.

NEW YORK OFFICE,
6 WALL STREET.

REPORT FOR THE YEAR ENDING DEC. 31, 1894.

APRIL 1, 1895.

To the Stockholders and Bondholders:

The Board of Directors herewith submit a report of the operation of your property for the year ending Dec. 31, 1894:

STATEMENT OF EARNINGS FROM ALL SOURCES AND DISBURSEMENTS UPON ALL ACCOUNTS.	
Earnings from operation of the road, in Mexican cur'cy.	\$4,329,078 65
Cost of working road.	2,437,116 41
Net over cost of working.	\$1,891,962 24
Equivalent in gold.	\$1,513,569 79
From which deduct extraordinary repairs and replacements, not properly chargeable to Capital Account:	
U. S. Currency.	
Replacement of rails.	\$17,143 09
Replacement of locomotives.	31,509 60
Replacement of bridges.	3,883 13
Stations and warehouses.	19,452 74
Additions to tracks and right-of-way grounds.	1,233 37
Increasing permanent water facilities.	1,519 13
	74,761 06
Balance remaining.	\$1,438,808 73
From which deduct the following general expenses, not included in the cost of working the road:	
Expenses, collection and distrib'n of subsidy.	\$1,464 91
Expenses London Agency.	5,109 27
Exchange.	\$708,685 66
Less Interest and Discount.	563 82
	708,119 84
Expenses in connection with settlement of debts of old company.	3,377 55
	718,071 57
Net over all expenses, renewals and replacements.	\$720,737 16
To which add earnings Federal Government collected.	99,109 37
	\$819,846 53
Interest on Prior Lien Bonds for year 1894.	694,680 00
	\$125,166 53
Balance from 1893.	24,772 04
Balance remaining in hand.	\$149,938 57

The usual statements of the Treasurer, numbered from 1 to 8, will be found published herewith [in the pamphlet report], to which your attention is respectfully invited.

Our thanks are due the officers charged with the local management in Mexico for the higher state of efficiency attained in operating the road, who, by their energy and intelligent economies, have effected a considerable reduction in expenses, while a greater number of tons have been carried and the gross earnings increased, and without in any way impairing the standard of maintenance of the property, which is now in good condition throughout, and also the employees of the line, whose loyal service has aided the officers in their efforts in behalf of the company.

As satisfactory as may be the result of the year's work from an operating point of view, the gains we have made over last year do not quite offset the increased drain upon our income through the further fall in silver. The loss on the purchase of gold needed to meet our gold obligations accruing in the year, and including the cost of converting the surplus earnings applicable to interest on the A bonds, has been charged into the exchange account of the year, and amounts to \$708,119 84, as shown in the foregoing statement.

It was observed in the last report that there had been no appreciable diminution in the purchasing power of the Mexican silver dollar, as applied to labor and materials of Mexican origin, and that this had stimulated the effort and had made it practicable to neutralize, in some degree, the bad effects of the fall in the bullion value of silver outside the country, by increasing the number of articles we can economically manufacture in our own shops, and the quantity and variety of native supplies and materials that can be advantageously purchased in the country, as against buying in a foreign country for gold. This condition remains practically unchanged, and to it is due, in large part, whatever success has attended the efforts of the managing officers in Mexico in maintaining economies already established and effecting others to the same purpose.

The most extensive and best equipped shops owned by the company are on the north side of the Rio Grande, in the United States, but the greater expense of operating them has caused the withdrawal of much of the work from them to the shops in Mexico. Our shops in Mexico are not adequate for the entire work of the road, and the removal of the Texas plant into Mexico becomes an economic necessity, if the peculiar trade and industrial conditions now existing respectively in the two countries are to continue.

OPERATION.

The following comparative results of operation is submitted:

All Divisions.	Mexican Currency.
Gross earnings.	\$4,329,078 65
Gross earnings last year.	4,224,804 11
Increase in gross earnings.	\$104,274 54
Cost of working the line.	\$2,437,116 41
Cost of working the line last year.	2,586,366 45
Decrease in working expenses.	\$149,250 04
Expenditures for betterments and additions to property.	\$93,451 32
Expenditures for betterments and additions to property last year.	151,612 22
Decrease.	\$58,160 90
Net over actual working expenses.	\$1,891,962 24
Net over actual working expenses last year.	1,638,437 66
Increase in net over actual working expenses.	\$253,524 58
Percentage of gross earnings for working road.	56 30
Percentage last year.	61 22
Decrease in working percentage.	4 92
Number of miles run by all revenue trains.	2,000,085
Number of miles run by all revenue trains last year.	2,142,433
Percentage of decrease in mileage.	6 64
Gross earnings per revenue train mile.	\$2 1644
Gross earnings per revenue train mile last year.	1 9720
Percentage of increase per mile run.	9 75
Operating expenses per revenue train mile.	\$1 2185
Operating expenses per revenue train mile last year.	1 2072
Percentage of increased expense per mile.	94
Net earnings per revenue train mile.	\$9 5450
Net earnings per revenue train mile last year.	7 6418
Percentage of increase.	23 68
Gross earnings per mile of road operated.	\$3 552 93
Gross earnings per mile of road operated last year.	3 466 96
Percentage of increase.	2 47
Operating expenses per mile of road operated.	\$1 999 95
Operating expenses per mile of road operated last year.	2 122 43
Percentage of decrease.	5 77
Net earnings per mile of road operated.	\$1 552 98
Net earnings per mile of road operated last year.	1 344 53
Percentage of increase.	15 47

By reference to Treasurer's table No. 8 [in pamphlet report] the above comparisons more in detail and for a longer period may be found.

The additions to cars previously made and the increased efficiency in the management of the train service, as shown by the decreased train mileage in the face of an increased tonnage, gives considerably more than an ample supply for the present traffic, and therefore new cars have not been supplied to make good all of those condemned, destroyed and sold during the year. Those reported condemned and sold and, with only three exceptions, those destroyed, have been from the old and light-built equipment, least serviceable. Quite a number of those which had become unserviceable and fit for condemnation have been rebuilt in the shops. Such replacements do not appear in the car lists or accounts, being taken up in the general repair expenses, but it is this work that has chiefly contributed to swell so largely the cost of maintenance of cars shown in the statements.

Two engines have been sold during the year and one new one purchased and paid for, which results in an increase of effective power.

We have not yet been able to free La Ciudadela property from the complications of title which entangle it, so as to utilize it in providing the means for rebuilding our terminal station in Mexico City, as we desired and expected; but it is possible that it may yet be done and made to reimburse the outlay we are now making. The work of putting up this station to replace the present temporary sheds, which are now falling to pieces, could be delayed no longer and was begun in September, and the foundations of the new building up to the floor-line are completed.

TRAFFIC.

A comparison of the traffic with last year shows that, with the exception of passengers, a loss has been suffered only on those classes that are affected by the condition of the exchange market between Mexico and gold-standard countries. The local traffic, which fairly is a register of the internal trade, has made satisfactory progress—sufficient to offset the losses on the external traffic, and yield the increase shown in the general result.

The increase and decrease on the several classes of business have been as follows:

Revenue from imports has decreased.	15 14 per cent.
Revenue from export of silver ores has decreased.	49 18 per cent.
Revenue from other exports has increased.	7 80 per cent.
Revenue from internal traffic has increased.	13 23 per cent.
Revenue from express business has increased.	14 12 per cent.
Revenue from passengers has decreased.	6 14 per cent.

The causes of the losses on import traffic and on the export ores were explained in the last report and are the same which are operating now with like effect, and apparently with more intense force, for the falling off has been about the same in amount, and from a total volume of business already greatly reduced by the losses of the year previous.

The increase in revenue in the year 1893 over that of 1892 is purely local, or internal traffic, and including earnings from express, which is chiefly local, was \$231,471. The increase during 1894 over 1893 is \$291,077. It has been before suggested that the steady growth of the traffic which represents the internal trade of the country through which a line

is operated is, to a large extent, a guarantee of the stable value of the property and a promise of its increasing prosperity. In this sense it is some encouragement to recall that the rate of increase in this traffic over your line has been almost uniform year by year since the first year it was operated after completion.

From a traffic point of view there is much to encourage hope in the future. That which persistently thus far has retarded our progress comes from causes beyond the control of managements or the foresight of investors. These necessarily defer the day of a reasonable prosperity, but if we have reached the limit of the fall of silver the present rate of growth in traffic should give encouragement. The force of this is illustrated by the fact that in 1890 the earnings fell short of meeting the interest on the Prior Lien bonds by about 33 per cent. With the same rate of exchange as existed in 1890 the earnings for 1894 would have paid full interest on both Prior Lien and A bonds.

The European pool continued to exercise a potent influence upon the maintenance of all other established foreign rates till about the middle of the year. This conservative influence gave the pool arrangement its chief—in fact, only value to the northern or frontier lines. It has now lost this, and for many months it has been found impossible to maintain rates from the North Atlantic ports of the United States. Earnest efforts have been made to recover the usefulness of this pool arrangement by extending it over the territory in question, but without success.

FIRST MORTGAGE BONDS AND SUBSIDY

The statements of the Trustees of the Subsidy, regarding the condition of that fund, follow this report. From them it will be seen that no bonds were called during 1894. Thirty-seven of those previously called were not presented for payment at the close of 1893. Since then thirty-two have been paid, leaving only five of the total number of 922 called up to this date unpaid.

The agreement with the Government of August, 1893, for the suspension of collections on the subsidy, to which reference was made in the last report, has operated as intended, and through it the balance due to the company by the Government on open account has been paid, as shown in the accounts and statements making up this report.

At the instance of the Federal Government, negotiations are pending for the conversion of the unpaid subsidy certificates into Government bonds, and if carried to a consummation on the lines now contemplated, will strengthen the prior liens and also inure to the immediate benefit of the A bonds.

Respectfully submitted,

W. G. RAOUL,
President.

Union Terminal—Kansas City Suburban Belt.—The Federal Court at St. Louis has finally decided in favor of the Union Terminal Railroad Company the suits regarding its right to cross the tracks of the Missouri Pacific and Union Pacific railroads. This decision is of much importance since it permits the Union Terminal Company to complete its line, which, in connection with the allied line, the Kansas City Suburban Belt, will entirely encircle Kansas City. The company expects to have trains running over the entire system this week. A map showing clearly the belt system will be found in the last issue of the INVESTORS' SUPPLEMENT. The Kansas City Times says:

The new road will be a great thing for the workmen of the packing-house districts. It will enable them, cheaply and expeditiously to reach the low-priced, open, healthy suburban lands, which are now, however desirable, out of the question on account of the time required to reach them. But it is in its purely commercial aspects that the great circling belt is most striking. It reaches all the packing houses; taps every railroad entering the city; and reaches the stock yards on both sides of the river. It reaches seven of the city's ten grain elevators, and commands three-fourths of the entire local grain business.—V. 59, p. 879.

Western New York & Pennsylvania.—The two companies formed respectively in New York and Pennsylvania to take over the property in those States of the old Western New York & Pennsylvania Railroad were consolidated this week as the Western New York & Pennsylvania Railway Co. The old officers and board of directors of the Western New York & Pennsylvania Railroad Company were re-elected. The consolidation is a preliminary step to the ending of the receivership April 1. The new securities will be issued early in April.—V. 60, p. 260.

Worcester Nashua & Rochester.—A bill is before the Massachusetts Legislature to allow this road to issue \$200,000 of bonds for extensions and additions.

—Messrs. Price, McCormick & Co., composed of Mr. Theo. H. Price and Mr. R. G. M. Stuart-Wortley, of the late firm of Hubbard, Price & Co., and Mr. W. G. McCormick, of Chicago, announce that they are prepared to transact a general banking and brokerage business. The firm are members of the Stock, Produce and Cotton exchanges of New York and the Chicago Board of Trade. Their offices are in the Cotton Exchange Building, New York.

—Messrs. Hubbard Bros. & Co. continue the cotton business of Messrs. Hubbard, Price & Co. and give their entire attention to orders on the New York Cotton Exchange and, through their correspondents, on the New Orleans and Liverpool Exchanges.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 22, 1895.

A further expansion in volume of business is reported by operators in nearly all leading descriptions of merchandise. Previously entertained impressions that supplies in the hands of small traders were of unusually light proportions are receiving confirmation, and the purchasing for renewal of assortments is conducted in a manner to inspire a growing feeling of confidence in commercial circles. Speculative interest in staple commodities is progressive, cotton in particular attracting a large additional investment inquiry. A considerable increase in export orders for cash wheat has developed during the week, and millers also afford somewhat better custom. Variable weather conditions have been reported but mostly of seasonable character. Farm work has been delayed in portions of the cotton belt, and oat seeding is backward. Average condition of winter wheat is considered slightly modified, the region west of the Mississippi reporting retarded growth in absence of sufficient moisture. No progress has as yet been made in spring-wheat seeding.

Lard on the spot has sold slowly but prices have advanced, and the close was steady at 7-15c. for prime Western, 6½c. for prime City and 7-50c. for refined for the Continent. The speculation in lard for future delivery at this market has been dull but prices have advanced on light receipts of swine at primary points and in response to stronger advices from the West, closing steady.

DAILY CLOSING PRICES OF LARD FUTURES.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March.....	7-00	7-00	6-95	6-95	7-05	7-12
May.....	7-10	7-10	7-05	7-05	7-15	7-22

Pork has been in fair request at steady prices, closing at \$13@13 50 for mess, \$13@15 50 for short clear and \$12@12 50 for family. Cutmeats have had a fair sale and prices have further advanced, closing at 6¼@6½c. for pickled bellies, 12@10 lbs. average, 5@5½c. for pickled shoulders and 8¼@9c. for pickled hams. Beef has been quiet but steady, closing at \$7 50@\$8 for mess, \$8@10 for packet, \$9@11 50 for family and \$15@18 for extra India mess. Beef hams have advanced, closing at \$18 50. Tallow has been firm but quiet, closing at 4½c. bid. Lard stearine has been firmly held at 8½c. Oleo stearine has further advanced, closing firm at 9c. asked. Cotton-seed oil has advanced a trifle, closing steady at 22½c. for prime crude and 26¼c. for prime yellow. Butter has been fairly active and firmer, closing at 9@20½c. for creamery. Cheese has had a fair call at steady prices, closing at 9@12c. for State factory full cream. Fresh eggs have further declined and the close was easy at 12½c. for choice Western.

Coffee has been held with steadiness, but met with very indifferent demand, buyers generally refusing to meet valuations. Rio quoted at 16¼c. for No. 7, good Cucuta, 19½c., and staple Java, 26@26½c. Dealing in futures was upon somewhat restricted scale, and a number of "long" engagements sold out, with the close quiet and somewhat uncertain.

The following were final asking prices:

March.....	15-40c.	June.....	14-95c.	Sept.....	14-80c.
April.....	15-15c.	July.....	15-00c.	Oct.....	14-80c.
May.....	15-00c.	Aug.....	14-90c.	Dec.....	14-65c.

Raw sugars found steady, full demand, which, together with slightly less promising crop reports and advancing foreign markets, strengthened the position. Centrifugal quoted at 3c. for 96 deg. test and muscovado at 2 11-16c. for 89-1eg. test. Refined sugars were steady but quiet until toward the close, when demand improved; granulated quoted at 4½c. Spices in better demand. Teas dull.

Kentucky tobacco has sold slowly but prices have been without change and steady. Seed leaf tobacco has been in slightly better demand and prices have been steady; sales for the week were 1,175 cases, as follows: 75 cases 1892 crop, New England Havana, 16@35c.; 250 cases 1893 crop, New England Havana, 5½@9c.; 200 cases 1892 crop, Wisconsin Havana, 10½@13c.; 200 cases 1893 crop, Zimmer's, 10½@11½c.; 200 cases 1893 crop, Pennsylvania Havana, 9½@11½c.; 100 cases 1891 crop, Pennsylvania seed leaf, 13½c., and 150 cases sundries, 5@20c.; also 500 bales Havana, 65c.@1 05, and 225 bales Sumatra, 40c.@2 75 in bond.

There has been more interest shown in the market for Straits tin, and prices have advanced in response to stronger foreign advices, closing firm at 13 85@13 90c. Ingot copper has been quiet and without changes of importance, closing at 9-25@9 30c. for Lake. Lead has advanced a trifle and the close was firm at 3-12½c. for domestic. Spelter has been firm but quiet, closing at 3-12½@3 15c. for domestic. Pig iron has been unchanged, closing at \$9@12 50 for domestic.

Refined petroleum has been without change, closing at 6 85c. in bbls., 4 35c. in bulk and 7-70c. in cases; crude in bbls. has been unchanged, Washington closing at 7c. in bbls. and 4-50c. in bulk; naphtha, 6 75c. Crude certificates have further advanced, closing at \$1 09½ bid. Spirits turpentine has been firm but quiet, closing at 36½@37c. Rosins have been quiet and unchanged, closing at \$1 60@1 65 for common to good strained. Wool has been less active but steady. Hops have been quiet and easy.

COTTON.

FRIDAY NIGHT, March 22, 1895.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 123,133 bales, against 132,381 bales last week and 119,835 bales the previous week; making the total receipts since the 1st of Sept., 1894, 7,111,548 bales, against 5,422,664 bales for the same period of 1893-4, showing an increase since Sept. 1, 1894, of 1,688,884 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	1,394	1,895	2,108	1,812	3,230	1,700	11,549
Velasco, &c.....						2,374	2,374
New Orleans.....	3,824	12,640	7,232	6,550	7,082	6,963	44,341
Mobile.....	1,092	1,950	68	1,039	81	346	4,574
Florida.....						206	206
Savannah.....	811	1,064	3,909	2,539	2,280	3,620	14,243
Brunswick, &c.....						967	967
Charleston.....	376	911	692	860	378	1,220	4,437
Pt. Royal, &c.....						8,685	8,685
Wilmington.....	630	409	611	326	197	291	2,464
Wash'ton, &c.....						4	4
Norfolk.....	1,726	1,637	1,027	2,180	1,675	1,820	10,065
West Point.....	1,010	393	1,391	100	467	866	4,727
N'port N., &c.....						578	578
New York.....	700	900	1,009	600		650	3,559
Boston.....	907	1,018	919	979	801	1,207	5,831
Baltimore.....						848	848
Philadelphia &c.....	302	301	1,124	597		757	3,081
Total this week	12,772	23,028	20,638	17,402	16,191	33,102	123,133

The following shows the week's total receipts, the total since Sept. 1, 1894, and the stock to-night, compared with last year.

Receipts to March 22.	1894-95.		1893-94.		Stock.	
	This Week.	Since Sept. 1, 1894.	This Week.	Since Sept. 1, 1893.	1895.	1894.
Galveston.....	11,849	1,565,070	5,187	955,773	101,328	53,958
Velasco, &c.....	2,374	63,633	895	34,915		
New Orleans.....	44,341	2,308,792	20,105	1,716,136	357,929	233,363
Mobile.....	4,574	220,722	442	185,203	26,519	29,159
Florida.....	206	23,429		31,309		
Savannah.....	14,243	866,277	8,431	893,575	65,340	68,389
Brunswick, &c.....	967	143,740	1,211	70,074	7,126	493
Charleston.....	4,437	409,641	2,335	327,244	43,912	40,236
P. Royal, &c.....	8,685	140,030	2	63,244		
Wilmington.....	2,464	227,973	498	185,926	16,924	14,221
Wash'n, &c.....	4	915	1	499		
Norfolk.....	10,065	430,147	4,970	433,391	43,900	50,961
West Point.....	4,727	264,102	2,093	223,582	9,865	5,497
N'p't N., &c.....	578	36,945	729	51,312	202	1,340
New York.....	3,559	121,012	487	88,705	202,221	261,350
Boston.....	5,831	82,395	550	85,914	28,000	9,391
Baltimore.....	848	106,025	517	50,326	22,260	25,031
Philadelphia, &c.....	3,081	100,700	982	45,336	19,750	12,562
Totals.....	123,133	7,111,548	49,355	5,422,664	953,176	805,911

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1895.	1894.	1893.	1892.	1891.	1890.
Galveston, &c.....	14,223	6,022	7,484	8,891	7,537	5,258
New Orleans.....	44,341	20,105	21,469	25,677	39,740	15,890
Mobile.....	4,574	442	1,450	1,039	1,513	317
Savannah.....	14,243	8,431	7,982	10,967	17,077	4,029
Char'ton, &c.....	13,122	2,337	1,329	1,911	9,951	1,564
Wilm'ton, &c.....	2,468	499	351	623	2,165	119
Norfolk.....	10,065	4,970	3,489	4,257	6,716	2,493
W. Point, &c.....	5,305	2,822	1,007	4,232	4,182	2,092
All others.....	14,792	3,727	7,534	7,511	11,922	9,298
Tot. this wk.	123,133	49,355	52,111	65,188	100,803	41,065
Since Sept. 1	7,111,548	5,422,664	4,594,008	6,441,512	6,202,990	5,570,370

The exports for the week ending this evening reach a total of 131,089 bales, of which 59,971 were to Great Britain, 16,592 to France and 54,595 to the rest of the Continent. Below are the exports for the week and since September 1, 1894.

Exports from—	Week Ending March 22.			From Sept. 1, 1894 to Mch. 22 1895.			Total.
	Great Brit'n.	France.	Continent.	Great Britain.	France.	Continent.	
Galveston.....	5,300		6,778	12,078	738,832	198,467	304,842
Velasco, &c.....			1,567	1,567			60,713
New Orleans.....	16,213	15,084	19,894	51,791	6,023,400	673,628	1,623,992
Mobile & Pen.....			711	711	76,002		21,105
Savannah.....			3,100	3,100	63,132	24,317	391,399
Brunswick.....					74,745		19,522
Charleston.....	8,600		11,525	20,125	240,348	13,788	196,023
Wilmington.....					55,014	4,190	131,004
Norfolk.....			1,850	1,850	131,097		28,263
West Point.....					70,871		38,287
N'p't News, &c.....	845				845		30,887
New York.....	14,212	898	8,367	23,457	394,750	28,038	179,114
Boston.....	7,975			7,975	181,451		1,977
Baltimore.....	7,092		804	7,896	82,714	3,530	95,007
Philadelphia.....	441			441	35,674		12,199
Total.....	59,971	16,592	54,595	131,089	2,905,184	670,871	2,005,470
Total 1890-91.	43,907	265	20,808	65,158	2,488,707	547,160	1,984,301

* Including Port Royal.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Lambert & Barrows, Produce Exchange Building.

March 22 at—	ON SHIPBOARD, NOT CLEARED—FOR					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	10,865	5,588	32,627	6,934	56,014	301,915
Galveston.....	21,206	7,082	7,905	9,679	45,872	55,476
Savannah.....	None.	None.	6,000	500	6,500	58,840
Charleston.....	2,500	None.	6,700	200	9,400	39,412
Mobile.....	4,000	None.	6,000	None.	10,000	16,519
Norfolk.....	12,000	None.	8,000	3,500	23,500	25,400
New York.....	5,600	1,550	8,400	None.	15,550	186,671
Other port.....	8,000	None.	11,000	None.	19,000	84,127
Total 1895....	64,171	14,200	86,632	20,813	185,816	767,360
Total 1894....	44,842	13,819	42,190	12,412	113,263	692,649
Total 1893....	44,061	1,352	44,492	7,394	97,299	769,296

Speculation in cotton for future delivery at this market has been of unusually liberal proportions. Present supplies were well controlled and sparingly offered, which, in conjunction with freely circulated reports of backward planting and an intention to curtail area of seeding, served to attract free investment, in which the outside trading public participated to a large extent. Domestic consumers purchased with some hesitation, but cable advices reported Manchester spinners as heavy buyers at Liverpool. The week under review opened on Saturday with a free general demand and very buoyant tone, resulting in a gross advance of 19 points, only slightly modified at the close. On Monday the opening was strong, but the foreign advices proving a trifle tame and buying orders not plenty, rates dropped off about $\frac{1}{2}$ ¢. The weakness induced some new "short" selling and when on Tuesday the foreign advices came unexpectedly better the rush to cover engagements was rapid, which, together with new investing demand, renewed the buoyant tone and raised values 17 points. A continuation of the same general features on Wednesday added another advance of 11 $\frac{1}{2}$ ¢ points, followed yesterday by temporary reaction under realizing of profit by some of the "longs"; but before the close a sharp recovery placed the value line at 2 $\frac{3}{4}$ ¢ points net gain for the session. To-day, however, a more general effort to realize broke values 10 $\frac{1}{2}$ ¢ points and the close was unsettled. Cotton on the spot slow at 6 5-16¢, for middling uplands.

The total sales for forward delivery for the week are 1,515,300 bales. For immediate delivery the total sales foot up this week 3,753 including 1,000 for export, 451 for consumption, 607 for speculation and 1,700 on contract. The following are the official quotations for each day of the past week—March 16 to March 22.

Rates on and off middling, as established Nov. 22, 1893, by the Revision Committee, at which grades other than middling may be delivered on contract:

Fair.....	6 1/4 on.	Good Ordinary.....	6 1/4 on.
Middling Fair.....	7 on.	Good Middling Tinged.....	Even.
Good Good Middling.....	7 1/2 on.	Strict Middling Stained.....	7 1/2 off.
Good Middling.....	8 on.	Middling Stained.....	7 1/2 off.
Strict Low Middling.....	3 1/2 off.	Strict Low Mid. Stained.....	2 1/2 off.
Low Middling.....	7 1/2 off.	Low Middling Stained.....	1 1/2 off.
Strict Good Ordinary.....	1 1/2 off.		

On this basis the prices for a few of the grades would be as follows:

UPLANDS.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Low Middling.....	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Middling.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Good Middling.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Middling Fair.....	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
GULF.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8	5 3/8
Low Middling.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Middling.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Good Middling.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Middling Fair.....	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8
STAINED.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Low Middling.....	4 7/8	4 7/8	4 7/8	5	5	4 1/2
Middling.....	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Strict Middling.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Good Middling Tinged.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8

MARKET AND SALES.
The total sales of cotton on the spot and for future delivery each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSING.	SALES OF SPOT AND CONTRACT.					Sales of Futures.
	Export.	Consump.	Speculation.	Contract.	Total.	
Sat'day.....	Steady at 3 1/2 ad.	1,000	26		1,026	184,000
Monday.....	Quiet at 1 1/2 ad.		245		1,345	232,300
Tuesday.....	Steady at 1 1/2 ad.			300	300	333,300
Wed'day.....	Quiet at 1 1/2 ad.			300	300	261,000
Thur'day.....	Quiet at 1 1/2 ad.		40		40	
Friday.....	Steady at 1 1/2 ad.		140	607	747	223,500
Total.....		1,000	451	607	1,700	1,515,300

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table.

Market, Sales and Prices of FUTURES		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
Market, Range and Total Sales.		March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.
Saturday, Nov. 16— Bales total (range) Closing.....	184,000 6-02 ½- 6-37 Higher.	AVer. 1-000 6-06 ½- 6-08 6-10 - 6-11	AVer. 6-09 5-800 - 6-15 6-00 - 6-11	AVer. 6-13 43,800 - 6-18 6-14 - -	AVer. 6-11 40,800 - 6-17 6-12 - 6-13	AVer. 6-12 14,200 - 6-20 6-15 - 6-16	AVer. 6-13 51,000 - 6-23 6-12 ½- 6-23	AVer. 6-22 6,200 - 6-23 6-22 - 6-23	AVer. 6-24 13,900 - 6-30 6-25 - 6-26	AVer. 6-23 2,100 - 6-30 6-29 - 6-31	AVer. 6-23 1,100 - 6-31 6-31 - 6-35	AVer. - - - - - - - - - -	AVer. - - - - - - - - - -
Monday, Nov. 18— Bales total (range) Closing.....	261,800 5-97 ½- 6-36 Lower.	AVer. 1-200 5-97 ½- 6-09 5-97 - 5-99	AVer. 6-03 4,700 - 5-99 5-93 - 5-99	AVer. 6-11 65,000 - 6-17 6-02 - 6-03	AVer. 6-07 53,300 - 6-14 6-01 - -	AVer. 6-13 18,100 - 6-20 6-04 - 6-05	AVer. 6-13 86,600 - 6-22 6-07 ½- 6-08	AVer. 6-17 7,700 - 6-23 6-10 - 6-11	AVer. 6-21 15,300 - 6-26 6-14 ½- 6-15	AVer. 6-27 4,200 - 6-30 6-23 ½- 6-29	AVer. 6-31 4,800 - 6-33 6-33 - 6-35	AVer. - - 400 - 6-34 6-33 - 6-36	AVer. - - - - - - 6-33 - 6-35
Tuesday, Nov. 19— Bales total (range) Closing.....	253,800 6-10 ½- 6-39 Higher.	AVer. 6-14 2,200 - 6-16 6-15 - 6-16	AVer. 6-10 8,300 - 6-16 6-07 ½- 6-16	AVer. 6-13 48,300 - 6-20 6-11 ½- 6-16	AVer. 6-13 85,100 - 6-18 6-13 - 6-19	AVer. 6-17 21,100 - 6-22 6-13 ½- 6-21	AVer. 6-20 94,800 - 6-25 6-17 ½- 6-24	AVer. 6-22 6,900 - 6-26 6-19 ½- 6-26	AVer. 6-27 18,100 - 6-31 6-22 ½- 6-30	AVer. 6-32 1,800 - 6-35 6-27 ½- 6-35	AVer. 6-32 5,100 - 6-38 6-30 ½- 6-35	AVer. - - - - - - 6-41 - 6-43	AVer. - - - - - - 6-41 - 6-43
Wednesday, Nov. 20— Bales total (range) Closing.....	333,200 6-17 ½- 6-35 Higher.	AVer. 6-23 600 - 6-27 6-27 - 6-28	AVer. 6-24 4,100 - 6-27 6-20 ½- 6-27	AVer. 6-26 53,700 - 6-33 6-20 ½- 6-31	AVer. 6-25 67,700 - 6-31 6-28 - 6-29	AVer. 6-28 30,600 - 6-33 6-21 ½- 6-31	AVer. 6-30 126,200 - 6-37 6-22 ½- 6-31	AVer. 6-34 10,200 - 6-39 6-28 ½- 6-39	AVer. 6-36 24,800 - 6-43 6-30 ½- 6-42	AVer. 6-40 5,900 - 6-44 6-36 ½- 6-44	AVer. 6-45 7,400 - 6-50 6-40 ½- 6-50	AVer. 6-55 2,000 - 6-54 6-54 - 6-56	AVer. - - - - - - - - - -
Thursday, Nov. 21— Bales total (range) Closing.....	261,000 6-19 ½- 6-30 Higher.	AVer. 6-22 400 - 6-25 6-20 - 6-24	AVer. 6-23 1,800 - 6-26 6-20 - 6-21	AVer. 6-25 38,700 - 6-31 6-24 - 6-25	AVer. 6-25 69,500 - 6-30 6-22 - 6-23	AVer. 6-28 15,500 - 6-33 6-24 - 6-26	AVer. 6-30 102,000 - 6-35 6-22 ½- 6-27	AVer. 6-30 10,400 - 6-35 6-28 ½- 6-30	AVer. 6-33 13,500 - 6-38 6-34 - 6-35	AVer. 6-38 3,000 - 6-45 6-38 - 6-39	AVer. 6-41 6,000 - 6-46 6-41 ½- 6-43	AVer. - - - - - - 6-47 - 6-49	AVer. - - - - - - 6-47 - 6-49
Friday, Nov. 22— Bales total (range) Closing.....	223,500 6-08 ½- 6-37 Lower.	AVer. 6-10 2,800 - 6-15 6-08 - 6-10	AVer. 6-10 2,800 - 6-15 6-04 - 6-10	AVer. 6-13 41,200 - 6-19 6-12 ½- 6-14	AVer. 6-13 53,300 - 6-19 6-10 ½- 6-11	AVer. 6-15 12,500 - 6-20 6-12 ½- 6-14	AVer. 6-18 28,800 - 6-23 6-15 ½- 6-16	AVer. 6-20 6,100 - 6-25 6-17 - 6-18	AVer. 6-25 6,500 - 6-30 6-22 ½- 6-23	AVer. 6-30 5,400 - 6-35 6-27 - 6-28	AVer. 6-30 5,500 - 6-35 6-32 - 6-33	AVer. - - 200 - 6-37 6-36 - 6-38	AVer. - - - - - - - - - -
Total sales this week Average price, week Sales above & p. 1,734.	1,515,300 6-13 18,733,500	7,300 27,500 586,800	294,500 6-18 4,138,700	321,700 6-19 1,612,600	111,800 6-19 462,500	543,300 6-21 1,418,400	47,500 6-25 126,500	102,400 6-29 355,500	22,400 6-33 52,500	33,900 6-37 86,900	2,000 6-42 4,000	...............	...............

* Includes sales in September, for September, 23,100; September-October, for October, 229,600; September-November, for November, 413,600; September-December, for December, 1,162,000; September-January, for January, 3,175,300; September-February, for February, 901,900.

¶ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

 For exchanges see page 529.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's return and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Mch. 22), we add the item of exports from the United States, including in it the exports of Friday only.

	1895.	1894.	1893.	1892
Stock at Liverpool.....bales.	1,812,000	1,840,000	1,684,000	1,741,000
Stock at London.....	6,000	7,000	5,000	9,000
Total Great Britain stock.....	1,818,000	1,847,000	1,689,000	1,750,000
Stock at Hamburg.....	30,000	24,000	14,000	3,700
Stock at Bremen.....	349,000	215,000	168,000	183,000
Stock at Amsterdam.....	21,000	17,000	16,000	23,000
Stock at Rotterdam.....	200	200	200	300
Stock at Antwerp.....	6,000	19,000	7,000	5,000
Stock at Havre.....	502,000	472,000	413,000	376,000
Stock at Bremen.....	3,000	7,000	10,000	9,000
Stock at Barcelona.....	95,000	82,000	90,000	88,000
Stock at Genoa.....	35,000	14,000	16,000	16,000
Stock at Trieste.....	14,000	18,000	14,000	16,000
Total Continental stocks.....	1,057,200	872,200	757,200	700,000
Total European stocks.....	2,875,200	2,719,200	2,446,200	2,450,000
Indian cotton adoot for Europe.....	63,000	173,000	93,000	119,000
Amer. cotton adoot for Europe.....	321,000	261,000	202,000	339,000
Egypt, Brazil, &c., adoot for Europe.....	33,000	34,000	33,000	36,000
Stock in United States ports.....	953,176	805,911	866,595	1,115,818
Stock in U. S. interior towns.....	344,836	287,155	394,411	422,662
United States exports to-day.....	30,181	3,177	4,679	17,749
Total visible supply.....	4,620,393	4,283,443	4,009,885	4,504,229
Of the above, totals of American and other descriptions are as follows:				
<i>American—</i>				
Liverpool stock.....bales.	1,674,000	1,542,000	1,467,000	1,478,000
Continental stocks.....	979,000	761,000	649,000	585,000
American adoot for Europe.....	321,000	261,000	202,000	339,000
United States stock.....	953,176	805,911	866,595	1,115,818
United States interior stocks.....	344,836	287,155	394,411	422,662
United States exports to-day.....	30,181	3,177	4,679	17,749
Total American.....	4,302,193	3,660,243	3,523,685	3,962,229
<i>East India, Brazil, &c. —</i>				
Liverpool stock.....	138,000	298,000	247,000	283,000
London stock.....	6,000	7,000	5,000	9,000
Continental stocks.....	78,200	111,200	108,200	115,000
India adoot for Europe.....	63,000	173,000	93,000	119,000
Egypt, Brazil, &c., adoot.....	33,000	34,000	33,000	36,000
Total East India, &c.....	318,200	623,200	486,200	542,000
Total American.....	4,302,193	3,660,243	3,523,685	3,962,229
Total visible supply.....	4,620,393	4,283,443	4,009,885	4,504,229
Midling Upland, Liverpool.....	5½d.	7½d.	5d.	6½d.
Midling Upland, &c., York.....	5½d.	7½d.	8½d.	6½d.
Egypt Good Brown, Liverpool.....	5½d.	5½d.	6½d.	4½d.
Peruv. Rough Good, Liverpool.....	5½d.	5½d.	5½d.	7½d.
Broach Fine, Liverpool.....	3½d.	4½d.	5½d.	3½d.
Tinnevely Good, Liverpool.....	3½d.	4½d.	5d.	3½d.

☛ The imports into Continental ports the past week have been 72,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 336,950 bales as compared with the same date of 1894, an *increase* of 610,508 bales over the corresponding date of 1893 and a gain of 116,164 bales over 1892.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week, and since September 1, the shipments for the week and the stocks to-night, and the same items for the corresponding period of 1893-94—is set out in detail below.

TOWNS.	Movement to March 22, 1890.				Movement to March 23, 1894.			
	Receipts.		Shipments Mo. 22.	This week.	Receipts.		Shipments Mo. 23.	This week.
	Since Sept. 1, '94.	Since Sept. 1, '93.			Since Sept. 1, '94.	Since Sept. 1, '93.		
Alabama.....	91	19,148	938	1,892	66	19,163	230	2,632
Montgomery.....	1,423	138,772	1,638	3,973	708	142,628	2,118	7,327
Mobile.....	82	76,305	1,638	3,973	708	142,628	2,118	7,327
Florida.....	1,156	65,866	1,885	5,461	241	33,564	450	2,514
Little Rock.....	4,214	117,705	3,027	15,886	211	85,866	646	8,700
Georgia.....	239	82,385	106	3,775	75	83,951	236	4,400
Athens.....	343	76,056	784	5,059	150	63,793	400	9,100
Atlanta.....	1,310	161,304	2,763	10,018	441	127,443	534	3,350
Augusta.....	2,590	189,648	4,406	22,478	436	141,721	2,763	22,445
Columbia.....	119	62,738	1,279	9,033	149	63,669	148	6,343
Mecon.....	423	67,574	713	3,962	116	28,669	655	3,983
Kome.....	189	67,283	1,368	7,760	157	71,790	1,432	8,055
Kentucky.....	189	67,283	1,368	7,760	157	71,790	1,432	8,055
Shreveport.....	1,423	112,653	2,332	12,542	557	71,790	417	11,009
Greenville.....	370	38,447	840	5,508	286	20,170	331	9,500
Meridian.....	458	41,195	1,016	6,422	265	30,736	25	8,254
Natchez.....	501	63,432	1,312	6,128	125	34,921	354	4,842
Vicksburg.....	1,127	60,736	2,165	4,600	82	47,451	572	6,882
Vazoo City.....	1,750	56,842	1,029	4,500	500	44,037	757	11,004
St. Louis.....	18,000	855,469	20,535	56,674	7,917	569,794	8,557	61,027
Marion.....	547	2,201	754	3,350	389	1,603	1,819	1,756
Chattanooga.....	2,417	2,201	754	3,350	389	1,603	1,819	1,756
Cincinnati.....	7,462	32,456	6,901	14,476	3,121	17,314	2,767	3,133
Ohio.....	500	28,508	500	1,476	225	10,554	225	13,133
Newberry.....	75	16,192	25	175			25	13,133
Memphis.....	8,986	554,451	7,182	100,951	3,463	443,738	10,401	75,400
Nashville.....	1,232	51,331	435	2,202	302	32,329	292	2,055
Birmingham.....	894	115,739	1,110	5,061	150	42,149	470	4,300
Indianapolis.....	1,175	62,301	1,175	6,279			1	977
Dayton.....	15,274	1,689,049	16,235	37,229	5,427	901,326	7,103	13,055
Total, 31 to town.....	74,502	5,268,679	83,942	344,536	26,821	3,543,445	41,480	287,165

* Louisville figures "net" in both years.
† This year's figures estimated.
‡ Last year's figures revised.

The above totals show that the interior stocks have *decreased* during the week 9,140 bales and are now 57,631 bales *more* than at same period last year. The receipts at all the towns have been 47,931 bales *more* than same week last year and since Sept. 1 are 1,725,234 bales *more* than for same time in 1898-'94.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—Below we give closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

Week ending March 22	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	5½	5½	5½	5½	5½	5½
New Orleans...	5½	5½	5½	5½	5½	5½
Mobile...	5½	5½	5½	5½	5½	5½
Savannah...	5½	5½	5½	5½	5½	5½
Charleston...	5½	5½	5½	5½	5½	5½
Wilmington...	5½	5½	5½	5½	5½	5½
Norfolk...	5½	5½	5½	5½	5½	5½
Boston...	5½	5½	5½	5½	5½	5½
Baltimore...	5½	5½	5½	5½	5½	5½
Philadelphia...	5½	5½	5½	5½	5½	5½
Augusta...	5½	5½	5½	5½	5½	5½
Memphis...	5½	5½	5½	5½	5½	5½
St. Louis...	5½	5½	5½	5½	5½	5½
Houston...	5½	5½	5½	5½	5½	5½
Cincinnati...	5½	5½	5½	5½	5½	5½
Cleveland...	5½	5½	5½	5½	5½	5½

The closing quotations to-day (Friday) at other important Southern markets were as follows.

Atlanta...	5½	Little Rock...	5½	Newberry...	5½
Columbus, Ga.	5½	Montgomery...	5½	Raleigh...	5½
Columbus, Miss.	5½	Nashville...	5½	Selma...	5½
Mobile...	5½	Natchez...	5½	Shreveport...	5½

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'ts from Plant'ns.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
Feb. 15 ...	68,920	71,027	132,980	441,594	376,763	442,289	62,337	57,473	108,825
" 22 ...	65,496	82,891	91,807	438,894	363,821	422,702	62,799	60,949	72,250
Mch. 1 ...	65,041	67,858	137,040	433,078	347,040	402,728	59,235	51,077	117,906
" 8 ...	55,275	70,051	119,835	419,038	322,111	388,800	41,535	43,122	105,987
" 15 ...	47,911	66,530	132,381	409,403	304,814	353,976	36,355	49,233	97,497
" 22 ...	52,111	49,355	123,133	394,411	287,155	344,836	37,090	31,696	113,993

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1, 1894, are 7,899,049 bales; in 1893-94 were 5,633,633 bales; in 1892-93 were 4,769,785 bales.

2.—That although the receipts at the outports the past week were 123,133 bales, the actual movement from plantations was only 113,993 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the week were 131,696 bales and for 1893 they were 37,060 bales.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE SEPT. 1.—We give below a statement showing the overland movement for the week and since September 1. As the returns reach us by telegraph late Friday night it is impossible to enter so largely into detail as in our regular monthly report, but all the principal matters of interest are given. This weekly publication is of course supplementary to the more extended monthly statements. The results for the week ending Mch. 22 and since Sept. 1 in the last two years are as follows:

March 22.	1894-95.		1893-94.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Shipped—				
Via St. Louis...	20,539	793,271	18,557	527,919
Via Cairo...	4,686	295,633	2,439	207,038
Via Hannibal...	...	545	...	13,476
Via Evansville...	188	3,337	100	6,938
Via Louisville...	2,435	151,791	2,349	84,958
Via Cincinnati...	4,629	146,899	1,198	90,797
Via other routes, &c...	1,273	117,159	881	108,586
Total gross overland...	33,750	1,508,684	15,521	1,039,710
Deduct shipments:				
Overland to N. Y., Boston, &c...	13,619	410,132	2,516	250,491
Between interior towns...	987	25,043	13	21,392
Inland, &c., from South...	1,239	57,192	1,350	78,281
Total to be deducted...	15,845	492,372	3,879	350,154
Leaving total net overland...	17,905	1,016,312	11,649	689,556

The foregoing shows that the week's net overland movement this year has been 17,905 bales, against 11,649 bales for the week in 1894, and that for the season to date the aggregate net overland exhibits an increase over a year ago of 336,756 bales.

In Sight and Spinners' Takings.	1894-95.		1893-94.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Receipts at ports to Mch. 22...	123,133	7,111,548	49,355	5,422,664
Net overland to Mch. 22...	17,905	1,016,312	11,649	689,556
Southern consumption to Mch. 22...	16,000	502,000	15,000	476,000
Total marketed...	157,038	8,629,860	76,004	6,588,220
Interior stocks in excess...	*9,140	287,501	*17,659	210,989
Came into sight during week...	147,898	...	58,345	...
Total in sight Mch. 22...	...	8,917,361	...	6,799,209
North's spinners tak'gs to Mch. 22...	37,798	1,785,419	23,960	1,208,635

* Decrease during week.

It will be seen by the above that there has come into sight during the week 147,898 bales, against 58,345 bales for the same week of 1894, and that the increase in amount in sight to-night as compared with last year is 2,118,152 bales.

WEATHER REPORTS BY TELEGRAPH.—Reports to us by telegraph from the South this evening indicate that while the rainfall as a rule has been light during the week the temperature has been rather low in a number of districts. Farm work has made slow progress and is consequently very backward. Sales of fertilizers, so far as we have advices, have been much less than last year.

Galveston, Texas.—It has rained on one day of the week, the precipitation reaching eight hundredths of an inch. The thermometer has averaged 58, ranging from 43 to 63.

Palestine, Texas.—We have had rain on four days of the past week, to the extent of thirty-eight hundredths of an inch. The thermometer has ranged from 29 to 79, averaging 54.

Huntsville, Texas.—There has been rain on three days during the week, the rainfall being eighty-two hundredths of an inch. Average thermometer 58, highest 85 and lowest 30.

Dallas, Texas.—Freezing weather and frosts have not been reported from the coast district for the past two weeks, and the weather has been exceptionally fine for work. It is stated that in the western portions of the coast country farmers have commenced planting cotton and that some early-planted seed is coming up in the Nueces Valley. The cold weather over the north and central portions of the State have checked corn planting to some extent, but work is progressing nicely over the southern portions of the State. Early-planted corn is coming up in some localities. Last year at this time corn was up throughout the greater portion of the State, but the freezing weather on March 25th and 26th, 1894, did considerable damage to the crop and many fields had to be replanted, especially on low lands over North Texas. The warm weather during the past few weeks has started vegetation to growing nicely in the coast district, and gardeners are very well advanced with their work, considering the cold weather in February. Peach trees are beginning to bloom and other trees are budding nicely. The fruit crop is not as far advanced over North Texas as it usually is at this time of the year, which is due to the late freezing weather experienced in that section of the State. The cold weather at the opening of this week damaged garden vegetables, which were beginning to come up over the northern portions of the State. We have had rain on two days of the week, to the extent of twenty-six hundredths of an inch. The thermometer has averaged 52, the highest being 78 and the lowest 26.

San Antonio, Texas.—It has rained on two days of the week, the precipitation reaching six hundredths of an inch. The thermometer has averaged 55, ranging from 36 to 74.

Luling, Texas.—We have had rain on two days of the week, to the extent of eight hundredths of an inch. The thermometer has ranged from 34 to 78, averaging 58.

Columbia, Texas.—There has been rain on one day during the week, the rainfall reaching nine hundredths of an inch. Average thermometer 56, highest 70 and lowest 42.

Cuero, Texas.—We have had rain on two days of the past week, to the extent of ten hundredths of an inch. The thermometer has averaged 56, the highest being 74 and the lowest 38.

Brenham, Texas.—It has rained on two days of the week, the precipitation reaching fifty-six hundredths of an inch.

Belton, Texas.—We have had rain on one day of the past week, to the extent of twelve hundredths of an inch. The thermometer has ranged from 31 to 74, averaging 52.

Fort Worth, Texas.—There has been rain on two days during the week, the rainfall being twenty-four hundredths of an inch.

Weatherford, Texas.—Rain has fallen on two days of the week, the precipitation being eighteen hundredths of an inch.

New Orleans, Louisiana.—There has been rain on one day of the week, the rainfall reaching nine hundredths of an inch. The thermometer has averaged 58.

Shreveport, Louisiana.—We have had rain on three days during the past week to the extent of twenty hundredths of an inch. The thermometer has ranged from 33 to 70, averaging 50.

Columbus, Mississippi.—Rainfall for the week two inches and thirty-seven hundredths, on two days. The thermometer has averaged 56, the highest being 80 and the lowest 23.

Meridian, Mississippi.—The continued wet weather and low temperature has interfered with the preparation of the soil. Planting operations are fully six weeks behind last year, and the sales of fertilizers to date show a decline of fifty per cent. Cotton acreage will be appreciably reduced.

Leland, Mississippi.—It has rained on four days of the week, the precipitation reaching two inches and ten hundredths. The thermometer has averaged 47, ranging from 29 to 62.

Little Rock, Arkansas.—We have had rain on three days of the past week, the precipitation reaching one inch and sixty-seven hundredths. The thermometer has averaged 43, ranging from 29 to 57.

Helena, Arkansas.—No farm work has been done during the week. Frost and ice occurred on two days. There has been rain on one day during the week, the precipitation being ninety-six hundredths of an inch. The thermometer has ranged from 38 to 58, averaging 45.

Memphis, Tennessee.—The season is very backward; practically no plowing has been done. There has been rain on three days during the week, the precipitation reaching two inches and seventy-nine hundredths. Now clear. Average thermometer 42.5, highest 55.7 and lowest 29.

Nashville, Tennessee.—There has been rain during the week,

the precipitation reaching two inches and twenty five hundredths. The thermometer has ranged from 22 to 57, averaging 40.

Mobile, Alabama.—Planting preparations are very backward. Rain has fallen on three days of the week, to the extent of thirteen hundredths of an inch. Average thermometer 55, highest 75 and lowest 35.

Montgomery, Alabama.—The rivers are slowly resuming their normal channels. Farmers are busy as can be but work is still very backward. The week's rainfall has been seventy-nine hundredths of an inch. The thermometer has averaged 53, the highest being 64 and the lowest 43.

Selma, Alabama.—There has been rain on two days of the week, the rainfall reaching one inch and thirteen hundredths. The thermometer has averaged 55, ranging from 27 to 81.

Madison, Florida.—It has rained on two days of the week, the rainfall reaching thirty hundredths of an inch. The thermometer has ranged from 37 to 74, averaging 61.

Columbus, Georgia.—Rain has fallen on one day of the week, to the extent of forty-seven hundredths of an inch. Average thermometer 50, highest 74 and lowest 34.

Savannah, Georgia.—There has been rain on three days of the week, the precipitation reaching six hundredths of an inch. The thermometer has averaged 58, the highest being 78 and the lowest 37.

Augusta, Georgia.—Telegram not received.

Albany, Georgia.—Farmers in this section have taken from forty to fifty per cent less of fertilizers than a year ago. Rain has fallen on three days of the week, to the extent of sixty-eight hundredths of an inch. The thermometer has ranged from 34 to 68, averaging 51.

Charleston, South Carolina.—It has rained on four days of the week, the rainfall reaching eighty-nine hundredths of an inch. Average thermometer 54, highest 70, lowest 34.

Stateburg, South Carolina.—We have had rain on four days of the week, to the extent of two inches and sixty-one hundredths. Thin ice formed on Sunday. The thermometer has averaged 53, the highest being 69 and the lowest 30.

Wilson, North Carolina.—There has been rain during the week to the extent of two inches and sixty-one hundredths of an inch, on three days. The thermometer has averaged 47, ranging from 28 to 62.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock March 21, 1895, and March 22, 1894.

	Mch. 21, '95	Mch. 22, '94.
New Orleans.....	Above low-water mark.	
Memphis.....	Above zero of gauge.	
Nashville.....	Above zero of gauge.	
Shreveport.....	Below zero of gauge.	
Vicksburg.....	Above zero of gauge.	

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to March 21.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Yr	Shipments this week.			Shipments since Sept. 1.			Receipts	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Sept. 1.
'94-5.....	8,000	8,000	16,000	3,000	117,000	120,000	37,000	538,000
'93-4.....	25,000	25,000	50,000	28,000	312,000	340,000	75,000	959,000
'92-3.....	1,000	23,000	24,000	15,000	312,000	327,000	59,000	723,000
'91-2.....	23,000	23,000	46,000	20,000	219,000	239,000	63,000	635,000

According to the foregoing Bombay appears to show a decrease compared with last year in the week's receipts of 38,000 bales and a decrease in shipments of 17,000 bales, and the shipments since Sept. 1 show a decrease of 320,000 bales. The movement at Calcutta, Madras, and other India ports for the last reported week and since the 1st of September, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since Sept. 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1894-95.....	2,000	2,000	4,000	10,000	9,000	19,000
1893-94.....	2,000	2,000	4,000	7,000	21,000	28,000
Madras—						
1894-95.....	1,000	1,000	2,000	13,000	10,000	23,000
1893-94.....	1,000	1,000	2,000	23,000	17,000	40,000
All others—						
1894-95.....	2,000	2,000	4,000	14,000	27,000	41,000
1893-94.....	2,000	2,000	4,000	24,000	30,000	54,000
Total all—						
1894-95.....	2,000	2,000	4,000	37,000	46,000	83,000
1893-95.....	2,000	3,000	5,000	54,000	68,000	122,000

The above totals for the week show that the movement from the ports other than Bombay is 3,000 bales less than the same week last year. For the whole of India, therefore, the total shipments since September 1, 1894, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1894-95.		1893-94.		1892-93	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Bombay.....	8,000	120,000	25,000	340,000	24,000	327,000
All other ports.	2,000	83,000	5,000	122,000	.....	89,000
Total.....	10,000	203,000	30,000	462,000	24,000	416,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co. of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, March 20.		1894-95.	1893-94.	1892-93.
Receipts (cantars).....				
This week.....		65,000	90,000	38,000
Since Sept. 1.....		4,390,000	4,461,000	5,030,000
Exports (bales).....				
To Liverpool.....		5,000 231,000	4,000 261,000	4,000 214,000
To Continent.....		5,000 260,000	5,000 198,000	5,000 236,000
Total Europe.....		10,000 491,000	9,000 459,000	9,000 450,000

* A cantar is 95 pounds.

MANCHESTER MARKET.—Our report received by cable to night from Manchester states that the market continues firm for both yarns and sheetings. Stocks of both yarns and goods are decreasing. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

1895.						1894.					
32s Op.	32s Cl.	32s Mid.	32s Up.	32s Op.	32s Cl.	32s Op.	32s Cl.	32s Mid.	32s Up.	32s Op.	32s Cl.
Fb. 15 4 1/2	2 1/2	3 10 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2
" 52 4 1/2	2 1/2	3 10 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2
Mch. 1 1 1/2	2 1/2	3 10 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2
" 8 1 1/2	2 1/2	3 10 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2
" 15 1 1/2	2 1/2	3 10 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2
" 22 1 1/2	2 1/2	3 10 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2	3 10 1/2	2 1/2	6 7 1/2	2 1/2

SEA ISLAND COTTON MOVEMENT.—We have received this (Friday) evening by telegraph from the various ports the details of the Sea Island cotton movement for the week. The receipts for the week ending to-night (March 22) and since Sept. 1, 1894, the stocks to-night, and the same items for the corresponding periods of 1893-94, are as follows.

Receipts to March 22.	1894-95.		1893-94.		Stock.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	1895.	1894.
Savannah.....	214	63,630	162	53,704	3,568	6,231
Charleston.....	3	5,182	63	2,191	296	825
Florida, &c.....	.....	5,139	.....	3,411	324	1,594
Total.....	217	73,951	225	59,306	4,188	8,650

The exports for the week ending this evening reach a total of 583 bales, of which 583 bales were to Great Britain, 15 to France and — to Reval, and the amount forwarded to Northern mills has been 200 bales. Below are the exports for the week and since September 1 in 1894-95 and 1893-94.

Exports from—	Week Ending Mch. 22.			Since Sept. 1, 1894.			North'n Mills.	
	Great Brit'n.	Fr'nce &c.	Total.	Great Brit'n.	Fr'nce &c.	Total.	Week.	Since Sept. 1.
Savannah.....	.....	.....	18,085	2,202	20,293	200	27,754	1,340
Charl't'n &c.....	.....	.....	2,912	53	2,966	.....	.....	4,172
Florida, &c.....	.....	.....	765	.....	765	.....	.....	.....
New York.....	.....	15	3,808	2,772	6,584	.....	.....	.....
Boston.....	.....	316	6,823	.....	6,823	.....	.....	.....
Baltimore.....	.....	252	252	.....	252	.....	.....	.....
Total.....	568	15	583	32,744	5,039	37,783	200	33,266
Total 1893-4.....	517	15	532	29,545	3,640	33,185	727	19,233

A considerable portion of the Sea Island cotton shipped to foreign ports goes via New York, and some small amounts via Boston and Baltimore. Instead of including this cotton for the week in which it leaves the Southern outports, we follow the same plan as in our regular table of including it when actually exported from New York, &c. The details of the shipments of Sea Island cotton for the week will be found under the head "Shipping News," on a subsequent page.

Quotations March 22 at Savannah, for Floridas, common, Sc.; medium fine, 1 1/2c.; choice, 1 3/4c.

Charleston, Carolinas, medium fine, 22c. to 24c.; fine, 28c.; extra fine, 30c. to 35c.

EXCHANGES.—The following exchanges have been made during the week:

13 pd. to exch. 1,200 J'ne for Oct.	03 pd. to exch. 100 J'ne for July.
12 pd. to exch. 500 J'ne for Oct.	17 pd. to exch. 1,000 J'ne for Nov.
12 pd. to exch. 500 J'ne for Oct.	21 pd. to exch. 500 May for Nov.
05 pd. to exch. 1,200 May for Aug.	25 pd. to exch. 500 Apr. for Dec.
15 pd. to exch. 2,000 Aug. for Dec.	08 pd. to exch. 300 Mch. for July.
09 pd. to exch. 1,000 May for Oct.	04 pd. to exch. 400 May for Aug.
03 pd. to exch. 1,000 May for Aug.	07 pd. to exch. 200 May for Aug.
06 pd. to exch. 1,600 J'ne for Aug.	04 pd. to exch. 100 May for Aug.
02 pd. to exch. 200 May for Aug.	11 pd. to exch. 600 May for Oct.
03 pd. to exch. 200 June for May.	04 pd. to exch. 2,500 May for Aug.
06 pd. to exch. 200 May for Sept.	11 pd. to exch. 1,000 Aug. for Nov.
05 pd. to exch. 700 Apr. for July.	18 pd. to exch. 500 Apr. for Nov.
09 pd. to exch. 1,000 Apr. for Aug.	07 pd. to exch. 100 Aug. for Oct.

JUTE BUTTS, BAGGING, &c.—The market for jute bagging has been devoid of animation during the past week. Transactions have been very limited, and the close to-night is at 4 1/2c. for 1 3/4 lbs., 4 1/2c. for 2 lbs. and 4 1/2c. for standard grades in a jobbing way. Car-load lots of standard brands are quoted at 4 1/2c. for 1 3/4 lbs., 4 1/2c. for 2 lbs. and 5c. for 2 1/4 lbs. f. o. b. at New York. Jute butts are dull and nominal at 1 1/2c. for paper quality on the spot.

DOMESTIC EXPORTS OF COTTON MANUFACTURES.—Through the courtesy of Mr. W. G. Ford, Chief of the Bureau of Statistics, we have received this week a statement showing the exports of domestic cotton manufactures for January and for the seven months ended Jan. 31, 1895, with like figures for the corresponding periods of the previous year, and give them below:

Quantities of Manufactures of Cotton (colored and uncolored) exported to—	Month ending Jan. 31.		7 mos. ending Jan. 31.	
	1895.	1894.	1895.	1894.
United Kingdom.....Yards	325,661	514,333	5,149,948	5,337,972
Germany.....	33,650	.....	1,251,617	1,000,778
France.....	.....	.....	1,362	2,163
Other countries in Europe.....	172,333	73,990	337,833	311,163
British North America.....	118,141	3,014,724	3,344,634	13,831,678
Mexico.....	421,600	405,559	2,499,183	3,284,129
Central American States and British Honduras.....	1,113,680	536,565	8,238,644	8,539,429
Cuba.....	29,152	14,802	133,791	269,219
Puerto Rico.....	20,160	.....	193,440	592,263
Santo Domingo.....	31,127	393,639	1,003,449	2,703,718
Other West Indies.....	1,484,657	1,491,255	8,132,111	8,703,982
Argentina Republic.....	112,834	188,114	1,437,660	3,493,794
Brazil.....	432,597	1,415,300	18,904,452	11,435,993
United States of Colombia.....	600,424	23,231	3,394,125	1,581,353
Other countries in S. America.....	2,368,045	1,999,845	12,024,733	12,967,441
China.....	2,000,000	9,324,194	19,784,503	29,750,343
Brit. Posses in Australasia.....	20,568	247,685	284,407	400,484
British India and East Indies.....	2,90,000	476,267	5,624,829	3,743,654
Other countries in Asia and Oceania.....	310,703	280,814	5,707,475	3,296,874
Africa.....	21,707	42,452	5,047,992	7,912,627
Other countries.....	1,008,000	1,193,955	9,332,672	5,195,346
Total yards of above.....	11,470,540	22,865,038	110,544,611	111,061,246
Total value of above.....	\$937,049	\$1,391,019	\$9,524,639	\$7,177,411
Value per yard.....	\$0.085	\$0.062	\$0.089	\$0.064

Values of other Manufactures of Cotton exported to—				
	1895.	1894.	1895.	1894.
United Kingdom.....	\$14,958	\$24,314	\$115,797	\$231,380
Germany.....	10,942	2,705	16,094	74,999
France.....	359	2,175	9,738	7,938
Other countries in Europe.....	74	5,534	29,677	59,323
British North America.....	114,756	82,181	793,347	694,283
Mexico.....	10,101	7,239	77,331	84,330
Central American States & British Honduras.....	21,397	2,237	75,035	33,435
Cuba.....	3,243	3,297	32,125	35,232
Puerto Rico.....	281	704	2,640	4,344
Santo Domingo.....	74	5,295	5,354	9,134
Other West Indies.....	4,610	4,811	37,489	34,330
Argentina Republic.....	3,117	3,117	12,585	29,193
Brazil.....	3,576	8,916	80,802	53,849
United States of Colombia.....	1,928	2,719	21,344	28,019
Other countries in S. America.....	4,811	3,790	37,104	31,391
China.....	819	353	10,724	6,992
British Australasia.....	5,042	5,433	51,370	41,891
British India and East Indies.....	.....	.....	1,361	809
Other countries in Asia and Oceania.....	19,355	11,332	128,158	157,768
Africa.....	659	549	8,409	5,312
Other countries.....	1,419	2,720	11,308	7,945
Total value of other manufactures.....	\$220,323	\$182,905	\$1,614,145	\$1,551,958
Aggregate value of all cotton goods.....	\$857,412	\$1,574,015	\$11,138,775	\$8,729,374

EXPORTS OF COTTON GOODS FROM GREAT BRITAIN.—Below we give the exports of cotton yarn, goods, &c., from Great Britain for the month of February and since October 1 in 1894-95 and 1893-94, as compiled by us from the British Board of Trade returns. It will be noticed that we have reduced the movement all to pounds.

Goods omitted.	Yarn & Thread.		Cloth.		Total of Ab.	
	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.
October.....	Lbs. 24,073	Lbs. 20,979	Yds. 485,506	Yds. 433,398	Lbs. 80,418	Lbs. 115,517
November.....	22,934	22,375	445,149	408,661	84,308	77,674
December.....	21,284	18,014	433,484	437,362	81,665	83,108
Total last quar.....	68,291	61,271	1,367,333	1,280,814	257,505	241,300
January.....	23,032	19,981	463,194	461,651	87,491	86,699
February.....	21,597	20,356	400,097	465,011	75,590	87,742
Stocks and socks.....	.....	.....	.....	.....	540	597
Sundry articles.....	.....	.....	.....	.....	9,803	8,343
Total exports of cotton manufactures.....	.....	.....	.....	.....	543,172	524,303

The foregoing shows that there has been exported from the United Kingdom during the five months 546,172,000 lbs. of manufactured cotton, against 523,303,000 lbs. last year, or an increase of 22,869,000 lbs.

A further matter of interest is the destination of these exports, and we have therefore prepared the following statements, showing the amounts taken by the principal countries during February and since October 1 in each of the last three years:

EXPORTS OF PIECE GOODS AND YARNS TO PRINCIPAL COUNTRIES IN FEBRUARY, AND FROM OCTOBER 1 TO FEBRUARY 28.

Piece Goods—Yards. (000s omitted.)	February.			Oct. 1 to Feb. 28		
	1895.	1894.	1893.	1894-95.	1893-94.	1892-93.
East Indies.....	175,871	231,909	137,397	1,045,580	1,104,498	817,738
Turkey, Egypt and Africa.....	67,224	66,073	47,083	333,898	304,875	259,065
China and Japan.....	58,649	56,394	38,316	171,731	203,862	245,363
Europe (except Turkey).....	24,195	27,006	30,093	108,462	133,277	124,775
South America.....	39,967	33,862	45,375	247,396	162,041	284,322
North America.....	39,198	32,022	23,488	143,169	122,192	128,468
All other countries.....	2,648	28,252	29,235	143,049	135,311	106,693
Total yards.....	400,997	495,911	342,092	2,235,214	2,197,678	1,984,486
Total value.....	\$4,609	\$4,663	\$3,598	\$20,285	\$21,737	\$19,712
Yarns—Lbs. (000s omitted.)	February.			Oct. 1 to Feb. 28		
	1895.	1894.	1893.	1894-95.	1893-94.	1892-93.
Holland.....	2,770	3,608	2,410	15,218	17,893	14,851
Germany.....	3,128	1,934	2,014	18,817	11,771	12,523
Other Europe (except Turkey).....	4,442	3,075	1,904	25,533	19,148	15,802
East Indies.....	4,118	8,714	2,205	21,752	19,371	15,851
China and Japan.....	7,352	2,811	1,803	9,770	12,384	11,062
Turkey and Egypt.....	2,176	2,281	1,918	11,448	11,048	11,391
All other countries.....	1,259	1,153	891	7,694	4,533	4,843
Total lbs.....	20,038	19,006	12,903	107,222	93,198	86,033
Total value.....	\$468	\$489	\$400	\$3,947	\$4,057	\$3,711

EXPORTS OF YARN FROM INDIA TO CHINA AND JAPAN.—We give below a statement of the shipments of yarn from India to China and Japan during the calendar years 1877 to 1894, inclusive:

	To China (bales 400 lbs. each).	To Japan (bales 400 lbs. each).	Total bales.
1877.....	28,516	142	28,658
1878.....	45,933	1,745	47,678
1879.....	45,530	4,842	50,372
1880.....	64,194	4,527	67,721
1881.....	61,783	7,378	69,161
1882.....	61,434	9,854	71,288
1883.....	94,982	17,421	112,403
1884.....	127,318	13,848	141,166
1885.....	154,517	19,020	173,537
1886.....	199,407	20,543	219,950
1887.....	205,158	39,730	244,888
1888.....	234,071	52,697	286,768
1889.....	254,697	62,220	316,917
1890.....	325,060	37,722	362,782
1891.....	365,038	10,939	375,977
1892.....	385,771	21,415	407,186
1893.....	317,900	14,102	332,002
1894.....	394,089	10,653	404,742

From the above it will be seen that the shipments to China during the year 1894 were the heaviest on record, but that the exports to Japan were smaller than in any year since 1882.

THE EXPORTS OF COTTON from New York this week show an increase compared with last week, the total reaching 23,437 bales, against 16,523 bales last week. Below we give our usual table, showing the exports of cotton from New York, and the direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1894, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1894.

Exported to—	Week Ending—				Total since Sept. 1.	Same period previous year.
	March 1.	March 8.	March 15.	March 22.		
Liverpool.....	9,141	3,520	10,813	10,477	233,861	259,656
Other British ports.....	848	2,570	2,363	3,755	80,925	80,404
TOT. TO GT. BRIT'N.....	10,039	6,090	13,181	14,232	334,786	340,060
Havre.....	549	1,162	707	838	28,229	14,005
Other French ports.....	.....	.....	309	.....	709	8
TOTAL FRENCH.....	549	1,162	1,016	838	28,938	14,013
Bremen.....	83	2,390	820	2,029	37,368	34,403
Hamburg.....	1,347	2,800	391	1,499	35,709	15,391
Other ports.....	789	1,241	315	1,153	48,721	72,380
TOT. TO NO. EUROPE.....	2,219	6,431	1,526	4,680	121,798	122,154
Spain, Italy, &c.....	4,806	2,992	500	3,685	56,742	23,439
All other.....	.....	.....	.....	2	876	1,440
TOTAL SPAIN, &c.....	4,806	2,992	800	3,687	57,618	29,879
GRAND TOTAL.....	17,613	16,675	16,523	23,437	543,140	506,104

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON AT New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1894.

Receipts from—	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans.....	15,332	390,315	.....	.....	.....	.....	.....	.....
Texas.....	8,886	218,593	.....	7,011	.....	.....	.....	.....
Savannah.....	1,938	204,926	1,199	72,002	.....	7,177	2,107	77,799
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	208	11,191	.....	.....	.....	.....	.....	.....
So. Carolina.....	994	49,125	.....	.....	290	2,428	.....	.....
No. Carolina.....	1,708	16,089	.....	.....	.....	.....	.....	.....
Virginia.....	2,231	68,329	.....	31,837	.....	689	1,506	78,239
North ports.....	.....	.....	2,406	316,175	.....	7,557	.....	.....
Tenn., &c.....	3,859	121,012	9,048	76,564	2,909	97,919	2,398	105,117
Foreign.....	347	9,037	1,353	22,238	.....	.....	.....	.....
Total.....	35,891	1,088,024	11,910	635,057	2,859	115,779	6,003	238,296
Last year.....	13,725	911,362	6,018	431,054	2,087	61,991	2,262	192,731

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 37,854 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

		Total bales.
NEW YORK—To Liverpool, per steamers Cuffe, 5,081 .. Elysia,	.....	10,477
2,021 .. Runic, 3,375 ..	.....	50
To Hull, per steamer Scotia, 50 ..	.....	3,005
To Newcastle, per steamer California, 3,0 ..	.....	200
To London, per steamer Ontario, 200 ..	.....	500
To Leth, per steamer Croma, 500 ..	.....	.....
To Havre, per steamer La Normandie, 823 upland and 15 Sea Island ..	.....	838
To Bremen, per steamers Saale, 387 .. Saller, 1,642 ..	.....	2,029
To Hamburg, per steamer Persia, 1,498 ..	.....	1,498
To Antwerp, per steamers Comenough, 315 .. Port Jackson, 149 .. Rhynland, 639 ..	.....	1,153
To Lisbon, per steamer Cyril, 3,0 ..	.....	300
To Genoa, per steamer Suavia, 900 ..	.....	900
To N. pl-s, per steamers Pocahontas, 100 .. Suavia, 1,223 ..	.....	1,323
To Piræus, per steamer Pocahontas, 300 ..	.....	300
To Venice, per steamer Pocahontas, 812 ..	.....	50
To Trieste, per steamer Pocahontas, 50 ..	.....	2
To Martinique, per steamer Fontab-die, 2 ..	.....	7,621
NEW ORLEANS—To Liverpool, per steamer Louisianian, 7,621 ..	.....	9,209
To Havre, per steamer Maiposa, 9,208 ..	.....	992
To St. Petersburg, per bark Anna, 932 ..	.....	500
To Barcelona, per ship Rosa Alegret, 500 ..	.....	450
GALVESTON—To Hamburg, per steamer Shillito, 450 ..	.....	987
To Narva, per bark Cortez, 987 ..	.....	.....

	Total bales.
MOBILE—To Liverpool, per steamer Robert Browning, 5,152	5,152
SAVANNAH—To Reval, per steamer Britannic, 4,300 upland and 100 Sea Island	4,900
CHARLESTON—To Reval, per steamer Sir Wm. Armstrong, 1,900.	1,900
BRISTOL—To Liverpool, per steamer Romulus, 6,235 upland and 195 Sea Island	6,430
To St. Petersburg, per bark Haakon Haakonsen, 1,866	1,866
To Barcelona, per steamer Sandhill, 4,361	4,361
To Genoa, per steamer Sandhill, 550	550
NORFOLK—To Hull, per steamer Lady Palmer, 500	500
NEWPORT NEWS—To Liverpool, per steamer Rappahannock, 300	300
BOSTON—To Liverpool, per steamers Cephalonia, 2,531	2,531
Kansas, 2,617	2,617
Philadelphia, 1,055 upland and 258 Sea Island	6,491
To Yarmouth, per steamer Boston, 100	100
BALTIMORE—To Liverpool, per steamer Templemore, 3,231	3,231
To Havre, per steamer Barrowmore, 1,950	1,950
To Bremen, per steamer Stuttgart, 5,778	5,778
To Antwerp, per steamer Belgian King, 1,050	1,050
PHILADELPHIA—To Antwerp, per steamer Illinois, 100	100

Total 87,934

The particulars of these shipments, arranged in our usual form, are as follows:

	Hull, New-castle, &c.	Havre.	Bremen.	Other Europe.	South & Mar-mouth.	Yar-mouth.	Total.
New York.	10,477	3,755	838	3,527	1,153	3,945	22,437
N. Orleans.	7,621	9,208	.....	992	500	.....	18,321
Galveston.	.....	.....	450	937	.....	.....	1,437
Mobile.	5,152	.....	.....	.....	.....	.....	5,152
Savannah.	.....	.....	.....	4,900	.....	.....	4,900
Charleston.	6,430	.....	.....	1,866	4,911	.....	13,207
Norfolk.	.....	500	.....	.....	.....	.....	500
N't News.	300	.....	.....	.....	.....	.....	300
Boston.	6,491	.....	.....	.....	100	.....	6,591
Baltimore.	3,231	1,950	5,778	1,053	.....	.....	12,012
Philadel'a.	.....	.....	.....	100	.....	.....	100
Total.	33,702	4,255	11,996	9,755	12,948	4,003	102 87,834

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

Galveston—To Liverpool March 18—Steamer Ealing, 5,310.	
To Bremen March 15—Steamer Mavumba, 5,928.	
To Narva March 18—Schooner Salme, 85.	
New Orleans—To Liverpool March 19—Steamer Engineer, 4,926	
March 21—Steamer Orion, 5,187—March 22—Steamer Mexico, 6,100.	
To Havre March 16—Steamer Canarias, 6,002—March 20—Steamer Merrimac, 9,582.	
To Bremen—March 21—Steamer Gerona, 8,318.	
To Hamburg March 21—Steamer Hispania, 1,700.	
To St. Peter-burg March 19—Bark Ilos, 1,941.	
To Narva March 16—Ships Heinrich, 4,191; Henry Lawrence, 3,701.	
MOBILE—To Vera Cruz March 15—Steamer Ravensdale, 711.	
CHARLESTON—To Bremen March 15—Steamer Gulf Hall, 8,155.	
To Barcelona March 19—Bark Consuelo, 1,170—March 20—Bark India, 2,200.	
PORT ROYAL—To Liverpool—March 16—Steamer Werneth Hall, 8,360.	
NEWPORT NEWS—To Liverpool—March 21—Steamer Iatrian, 845.	
BOSTON—To Liverpool—March 14—Steamer Roma, 2,542 upland and 58 Sea Island	
March 18—Steamer Angloman, 2,185—March 19—Steamer Lancastrian, 2,392.	
BALTIMORE—To Liverpool March 6—Steamer Templemore, 200 Sea Island	
March 13—Steamer Ulstermore, 4,451 upland and 52 Sea Island.	
To London—March 14—Steamer Michigan, 2,293.	
To Rotterdam—March 18—Steamer Venango, 801.	
PHILADELPHIA—To Liverpool—March 15—Steamer Ohio, 441.	

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

WHIRBY, steamer (Br.), at Venice, from New Orleans, took fire at Venice on March 18, but the fire was quickly extinguished. About 14 bales of cargo damaged by fire and water.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steamer.	10 @ 9.00	10	10	10	10	7.64
Manchester.....	.....	.....	.....	.....	.....	.....
Havre.....	25 1/2	31 1/2	31 1/2	31 1/2	31 1/2	.....
Do later.....	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	.....
Bremen.....	10 @ 9.00	10 @ 9.00	10 @ 9.00	10 @ 9.00	10 @ 9.00	10
Do later.....	.....	.....	.....	.....	.....	.....
Hamburg, steamer.	10 @ 9.00	10	10	10	10	10
Do later.....	.....	.....	.....	.....	.....	.....
Amsterdam, steamer.	30 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Reval, v. Hamb.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Do via Hull.....	11 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Barcelona.....	.....	.....	.....	.....	.....	.....
Genoa.....	9 @ 3.50	9 1/2	9 1/2	23 @ 3.00	28 @ 3.00	28 @ 3.00
Trieste, Apr. 17. c.	11 @ 3.12 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Antwerp, steamer.	7 @ 1.00	10	10	10	10	10
Ghent, v. Antwerp.	9 @ 2.50	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2

1 Cents net per 100 lbs.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port:

	Mch. 1.	Mch. 8.	Mch. 15.	Mch. 22.
Sales of the week.....bales.	67,000	67,000	84,000	111,000
Of which exporters took ..	3,700	3,600	2,900	3,000
Of which speculators took ..	2,200	3,000	9,300	17,000
Sales American.....	60,000	55,000	69,000	92,000
Actual export.....	5,000	4,000	6,000	6,000
Forwarded.....	76,000	73,000	79,000	79,000
Total stock—Estimated.....	1,814,000	1,860,000	1,834,000	1,812,000
Of which American—Estimated	1,636,000	1,713,000	1,697,000	1,674,000
Total import of the week.....	111,000	122,000	89,000	63,000
Of which American.....	103,000	111,000	54,000	50,000
Amount afloat.....	192,000	125,000	122,000	112,000
Of which American.....	190,000	123,000	120,000	110,000

The tone of the Liverpool market for spots and futures each day of the week ending March 22, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday	Wednesday	Thursday.	Friday.
Market, (4.45 P. M.)	Active.	Good demand.	Firm.	Large business doing.	Active.	Easier.
Mid. Up'ds.	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
Sales.....	18,000	14,000	12,000	20,000	15,000	12,000
Spec. & exp.	4,000	2,000	1,000	2,000	2,000	1,500
Futures, (4.45 P. M.)	Steady.	Easier at partially 1-64 adv.	Firm at partially 1-64 dec.	Steady at partially 1-64 adv.	Firm at 2-64 advance.	Brill' steady at partially 1-64 dec.
Market, 4 P. M.	Firm.	Barely steady.	Firm.	Easier.	Easier.	Easier.

The opening, highest, lowest and closing prices of futures at Liverpool for each day are given below. Prices are on the basis of Uplands, Low Middling clause, unless otherwise stated:

The prices are given in pence and 64ths. Thus: 2 63 means 2 63-64th, and 3 01 means 3 1-64th.

	Sat., Mch. 16.				Mon., Mch. 18				Tues., Mch. 19.			
	Open	High	Low	Close	Open	High	Low	Close	Open	High	Low	Close
March.....	3 13	3 13	3 13	3 13	3 12	3 12	3 11	3 11	3 14	3 14	3 14	3 16
March-April.	3 13	3 13	3 13	3 13	3 12	3 12	3 11	3 11	3 14	3 14	3 14	3 16
April-May.	3 14	3 14	3 14	3 14	3 12	3 12	3 12	3 12	3 14	3 14	3 14	3 16
May-June.	3 15	3 15	3 15	3 15	3 13	3 13	3 13	3 13	3 15	3 15	3 15	3 17
June-July.	3 15	3 15	3 15	3 15	3 14	3 14	3 14	3 14	3 16	3 16	3 16	3 18
July-Aug.	3 17	3 17	3 17	3 17	3 13	3 13	3 13	3 13	3 17	3 17	3 17	3 19
Aug-Sept.	3 18	3 18	3 18	3 18	3 17	3 17	3 17	3 17	3 19	3 19	3 19	3 21
Sept-Oct.	3 20	3 20	3 20	3 20	3 18	3 18	3 18	3 18	3 20	3 20	3 20	3 22
Oct-Nov.	3 21	3 21	3 21	3 21	3 19	3 19	3 19	3 19	3 21	3 21	3 21	3 23
Nov-Dec.	3 22	3 22	3 22	3 22	3 21	3 21	3 21	3 21	3 22	3 22	3 22	3 24
Dec-Jan.	3 23	3 24	3 23	3 24	3 22	3 22	3 22	3 22	3 24	3 24	3 24	3 26
Jan-Feb.	.....	.....	.....	.....	3 22	3 22	3 22	3 22	3 24	3 24	3 24	3 26

BREADSTUFFS.

FRIDAY, March 22, 1895.

There has been a decided shrinkage in the volume of business transacted in the market for wheat flour during the past week. A reaction in the grain market has caused buyers to withdraw and slight concessions have been obtained on spring patents; city mills have sold in limited quantities at former prices. Rye flour has continued in light supply and prices have been further advanced. Buckwheat flour has sold slowly but prices have held steady. Cornmeal has received a moderate amount of attention at unchanged values. To-day the market for wheat flour was quiet and unchanged.

The speculative dealings in the market for wheat futures have been decidedly less active, and prices have gradually weakened under liquidating sales by "longs", prompted by favorable weather conditions at the West for the growing crop, increasing receipts at the Northwest and quiet and easier foreign advices. In the spot market business was quiet early in the week, but subsequently shippers bought freely. The sales yesterday included No. 2 red winter at 3 1/2c over May f. o. b. from store and 1 1/2c over May f. o. b. afloat. To-day the market further declined in response to weaker foreign advices and under continued selling by "longs". The spot market was fairly active. The sales included No. 3 red winter at 3 1/2c over May f. o. b. from store and 1 1/2c over May f. o. b. afloat; also No. 1 hard Manitoba at about 9 1/2c over May f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March delivery.....c.	61 1/4	60 3/4	60 3/4	60 3/4	59 3/4	59 3/4
May delivery.....c.	62	61 3/4	61	60 3/4	59 3/4	59 3/4
June delivery.....c.	62	61 1/2	61	60 3/4	59 3/4	59 3/4
July delivery.....c.	62 1/2	61 1/2	61 1/2	61	60 3/4	59 3/4
August delivery.....c.	62 1/2	61 1/2	61 1/2	61 1/2	60 3/4	60 3/4
September delivery.....c.	62 1/2	61 1/2	61 1/2	61 1/2	62 1/2	60 3/4
December delivery.....c.	64 1/2	63 3/4	63 3/4	63 3/4	63	62 1/2

The market for Indian corn futures has attracted a moderate amount of attention and prices have advanced on some buying by "shorts" to cover contracts, stimulated by the smallness of the crop movement. Thursday, however, realizing sales by "longs" caused part of the improvement to be lost. In the spot market supplies have been scarce and prices have advanced, checking trade. The sales yesterday included

No. 2 mixed at 56½¢, delivered and No. 3 mixed at 51¢, delivered. To-day continued selling by "longs" to realize profits caused a further decline in values. The spot market was dull but steady. The only sale reported was steamer mixed at 51½¢, delivered.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May delivery.....c.	50½	51½	51½	51½	51½	50½
July delivery.....c.	50½	50½	50½	50½	50½	50½
September delivery.....c.	50½	51	51½	51½	50½	50½

Oats for future delivery have been dull and prices made very little change until Thursday, when there was a fractional decline in sympathy with a break in corn. The spot market has been moderately active at steady prices. The sales yesterday included No. 2 mixed at 33½¢, in elevator and No. 2 white at 37¢, in elevator. To-day the market was weaker in sympathy with the decline in corn. The spot market was quiet but steady. The sales included No. 2 mixed at 33½¢, in elevator and No. 2 white at 36½¢@36¾¢, in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March delivery.....c.	33½	33½	33½	33½	33½	33½
May delivery.....c.	34½	33½	33½	33½	33½	33½
July delivery.....c.	33½	33½	33½	33½	33½	33½
September delivery.....c.	33½	34	33½	33½	33½	33½

Rye has been in light supply and prices have advanced. Barley has been quiet and without change.

FLOUR.

Patent, winter.....	\$2 90	\$2 15	Patent, winter.....	\$2 90	\$2 25
Superfine.....	2 10	2 25	City mills extra.....	3 15	3 20
Extra, No. 2.....	2 20	2 35	Rye flour, superfine.....	2 90	3 20
Extra, No. 1.....	2 30	2 50	Backwheat flour.....	1 55	1 65
Clears.....	2 40	2 70	Corn meal.....		
Straights.....	2 70	3 30	Western, &c.....	2 60	2 70
Patent, spring.....	3 30	3 95	Brandywine.....	2 75	

[Wheat flour in sacks sells at prices below those for barrels.]

GRAIN.

	c.	o.		c.	o.
Wheat—			Corn, per bush—		
Spring, per bush.....	56	70	West'n mixed.....	50	56
Red winter No. 2.....	59½	61½	No. 2 mixed.....	55	56
Red winter.....	53	62	Western yellow.....	50	55
White.....	66	70	Western White.....	50	55
Oats—Mixed, per bu.....	37	41	Rye.....		
White.....	37	41	Western, per bush.....	54	59
No. 2 mixed.....	33½	34½	State and Jersey.....		
No. 2 white.....	36½	37½	Barley—No. 2 West'n.....	64	65
			State 2-rowed.....		
			State 6-rowed.....		

For other tables usually given here see page 509.

THE DRY GOODS TRADE.

NEW YORK, FRIDAY, P. M., March 22, 1895.

The chief interest in the market this week has been in brown sheetings and drills, the Southern makes of which have at length responded in marked fashion to the advance in raw material. An extensive business has been done in both heavy and light makes of coarse yarn goods at advancing prices, a number of agents selling their mills well ahead and marking up their lines ½¢. to 1¢. per yard over low sales made quite recently. The market is now in excellent shape on these goods, stocks being well cleaned up in the aggregate, with leading makes over-sold for varying periods up to June. Eastern goods have not moved in unison but neither did they decline to the same extent as Southern during the past few months; they are, however, decidedly firmer in tone, and buyers find it difficult to make contracts on old prices. In other directions the improvement in the market has been more sentimental than actual. Some increase in business is recorded, but not of important dimensions, whilst the general under-tone is sensibly firmer. If it were not "between seasons" for many cotton fabrics the effect would probably be more pronounced; as it is, a healthy influence over all business is counted upon when buyers come into the market for next season's supplies of other than the strictly staple lines they are now purchasing so freely. Distribution of seasonable goods from second hands continues liberal in Eastern and Western markets, with continued improvement reported from the South.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending March 18 were 5,036 packages, valued at \$213,021, their destination being to the points specified in the table below:

NEW YORK TO MAR. 18.	1895.		1894	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	277	635	88	1,343
Other European.....	26	375	46	819
China.....	2,742	9,277	203	21,594
India.....		654	102	2,616
Arabia.....	251	4,079		5,320
Africa.....	265	2,365	360	1,690
West Indies.....	469	3,945	535	5,005
Mexico.....	40	545	53	449
Central America.....	222	1,952	135	1,281
South America.....	589	11,191	503	7,930
Other Countries.....	164	1,669	63	575
Total.....	5,036	37,187	2,033	48,622
China, via Vancouver.....		1,250		6,473
Total.....	5,036	38,437	2,033	55,095

*From New England mill points direct.

The value of the New York exports for the year has been \$1,035,026 in 1895 against \$2,556,652 in 1894.

Converters and local jobbers have been free buyers of brown sheetings and drills, frequently paying advances of ½¢. for

both spots and future deliveries of coarse yarn makes. The market is reported well cleaned up in these. Four-yard goods are in particularly strong condition, and against recent sales at 3½¢@3¾¢, sellers are now quoting 3½¢@4¢. Fine grade goods have been in fair demand at firm prices without being quotably higher. The improvement has not spread to coarse colored cottons to any material extent, but sellers in some directions are less easy to deal with, and there has been a slight quickening of demand for denims and other "cutting-up" descriptions. Bleached shirtings have been ordered with less reserve at previous prices in medium and fine grades, and there is less irregularity in low grades. Wide sheetings are unchanged, but sellers are less anxious to push new season's business in cotton flannels on present price basis. Cotton blankets in fair demand. White goods are steady with fair sales. Kid-finished cambrics steadier in tone but demand still moderate. Silesias, satens, twills and other better grades of linings firm with fair demand. Fine grades of printed specialties in good re-order request but business in fancy calicoes and other low-priced regular prints moderate. Gingham without change in any respect. Print cloths have advanced 1-16¢. to 2¼¢. for extras without much support, however, from current demand.

Stock of Print Cloths—	1895.	1894.	1893.
At Providence, 64 squares.....	110,000	192,000	15,000
At Fall River, 64 squares.....	51,000	32,000	10,000
At Fall River, odd sizes.....	104,000	75,000	None.
Total stock (pieces).....	265,000	592,000	25,000

WOOLEN GOODS.—There has been little of new interest in the woollen and worsted goods department so far as men's wear fabrics are concerned. The demand has been unimportant in volume and without significance in feature, being confined to light operations on the part of late purchasers. Agents have had little in the way of new business to interfere with making deliveries on existing orders, for which buyers are showing considerable impatience, although the outward movement is large. There is no change in the price situation from occasional irregularity noted last week. In low-grade cotton-mixed goods business is dull. Over-coatings quiet throughout, but cloakings in fair demand in staples and new lines of fancies. Dress goods have been freely ordered for fall in some low grade plain goods, but fancies generally quiet as yet. Spring lines in quiet re-order demand. Blankets are selling more freely but flannels slow.

FOREIGN DRY GOODS.—A considerable business has been reported in cleaning up seasonable lines of dress fabrics with a fair trade under regular conditions. The demand for dress goods for fall has been fairly liberal in woollen and worsted makes with more doing in new lines of silks.

IMPORTATIONS AND WAREHOUSE WITHDRAWALS OF DRY GOODS

The importations and warehouse withdrawals of dry goods at this port for the week ending March 21, and since January 1, 1895, and for the corresponding periods of last year are as follows:

IMPORTS ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JANUARY 1, 1895.			
Value.	Progs.	Value.	Progs.
Wool.....	765	185,992	10,845
Cotton.....	1,378	308,515	15,740
Flax.....	1,131	867,921	11,754
Flax.....	1,283	221,014	13,514
Woolen goods.....	1,308	185,153	267,826
Total.....	6,155	1,464,895	324,206
WAREHOUSE WITHDRAWALS THROUGHOUT THE WEEK.			
Value.	Progs.	Value.	Progs.
Wool.....	494	145,152	5,482
Cotton.....	584	118,992	6,482
Flax.....	225	123,347	3,120
Flax.....	427	73,829	5,988
Woolen goods.....	488	43,045	3,351
Total.....	2,219	503,391	24,778
Wool.....	6,155	1,464,895	324,206
Total.....	8,374	1,968,196	348,994
IMPORTS ENTERED FOR WAREHOUSE DURING SAME PERIOD.			
Value.	Progs.	Value.	Progs.
Wool.....	394	98,436	3,920
Cotton.....	323	63,931	6,361
Flax.....	136	83,889	2,474
Flax.....	604	21,152	2,418
Woolen goods.....	1,938	346,379	19,947
Total.....	6,155	1,464,895	324,206
Wool.....	7,993	1,911,274	341,193
Total.....	13,348	3,380,233	665,387

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STATE AND CITY DEPARTMENT.

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The purpose of this State and City Department is to furnish our subscribers with a weekly addition to and continuation of the STATE AND CITY SUPPLEMENT. In other words, with the new facts we shall give, the amplifications and corrections we shall publish, and the municipal laws we shall analyze in the "State and City Department," we expect to bring down weekly the information contained in the STATE AND CITY SUPPLEMENT to as near the current date as possible. Hence if every Subscriber will note in his SUPPLEMENT on the page designated at the head of each item a reference to the page where the item in the CHRONICLE can be found, he will at all times possess a complete and fresh cyclopaedia of information respecting Municipal Debts.

Bond Proposals and Negotiations.—We have received through the week the following notices of bonds recently negotiated and bonds offered and to be offered for sale.

Atikent, Minn.—Electric-light bonds of this village have been voted.

Athens County, Ohio.—(CHRONICLE, vol. 59, page 935, and vol. 60, page 268.)—Proposals will be received until April 13 by A. J. Frame, County Auditor, for the purchase of \$100,000 of 5 per cent read improvement bonds.

Atlanta, Ga.—(CHRONICLE, vol. 60, pages 189 and 491.)—J. H. Goldsmith, City Comptroller, writes the CHRONICLE that the question of issuing \$100,000 of bonds for a boys' high school is being considered by the Council, and that when a report shall have been made the proposition will then be submitted to a vote of the people.

Augusta, Ga.—(CHRONICLE, vol. 58, page 691 and vol. 60, page 318.)—On March 11, 1895, the city of Augusta sold \$88,000 of 4½ per cent redemption bonds, to Mr. Colden Rhoad, at 102 0/10 and accrued interest. The securities are to bear date of April 1, 1895, interest will be payable semi-annually on April 1 and October 1, and the principal will mature April 1, 1925. Twelve bids were received for the loan, but it was claimed that three of them did not comply with the terms of the advertisement. The nine which were considered were as follows:

	Amount Bid.
John W. Dickey.....	\$89,135 24
Mutual Life Insurance Co.....	88,740 00
Alfred Baker.....	88,110 00
Fleming, Thomas & Co.....	89,355 20
Colden Rhoad.....	89,321 60
Wm. Schwilbert.....	89,108 00
National Bank of Augusta.....	88,721 64
R. B. Sperry & Co.....	89,214 49
E. H. Rollins & Son.....	88,745 16

Boston, Mass.—(CHRONICLE, vol. 58, page 914; vol. 59, pages 59, 333, 709 and 1115, and vol. 60, pages 51, 231, 445 and 491.)—City Treasurer Alfred T. Turner will receive proposals until March 27 for \$1,000,000 of 4 per cent 40-year registered certificates of the rapid-transit loan. The securities will be dated April 1, 1895, and interest will be payable semi-annually in April and October at the City Treasurer's office in Boston.

A temporary loan of \$1,500,000 dated March 22, 1895, and payable Nov. 1, 1895, has been awarded to Messrs. R. L. Day & Co., on their offer to take the same 3/8 at per cent interest and to pay a premium of \$26.

Treasurer Turner's advertisement of the 40-year rapid transit loan will be found elsewhere in this Department.

Braddock, Pa.—(CHRONICLE, vol. 59, page 244.)—The people of Braddock will vote June 14 on issuing \$25,000 of reservoir bonds.

Brockton, Mass.—(CHRONICLE, vol. 58, pages 611 and 619; vol. 59, pages 244, 299, 313, 381, 485 and 935, and vol. 60, pages 51, 231 and 445.)—Proposals will be received until April 1, 1895, by W. H. Emerson, City Treasurer, for the purchase of \$250,000 additional sewer bonds. The securities will be dated April 1, 1895, and will mature at the rate of \$10,000 yearly from April 1, 1900, to April 1, 1924.

Chester, S. C.—C. C. Edwards, City Treasurer, writes the CHRONICLE that bonds of Chester to the amount of \$10,000 have been voted for macadamizing streets. The loan will probably bear interest at the rate of 6 per cent, payable semi-annually, and run 20 years.

Coleman, Texas.—Proposals will be received until April 8 for the purchase of \$15,000 of water-works bonds, the loan to run 40 years.

Columbus Junction, Iowa.—The citizens of this municipality have voted to issue \$10,000 of water-works bonds.

Custer County, Mont.—Proposals will be received until April 23, 1895, by the County Commissioners for the purchase of \$274,000 of 5 per cent coupon bonds. The securities will be dated July 1, 1895, interest will be payable semi-annually, and the principal will mature July 1, 1915, with an option of call July 1, 1905, both principal and interest to be payable in New York.

Dallas, Oreg.—Proposals will be received until April 13, 1895, by Douglas S. Dufur, City Recorder, for the purchase of bonds to an amount not exceeding \$60,000, and not less than \$50,000. Interest at the rate of 6 per cent will be payable semi-annually, and the loan will mature in twenty-five years.

Dawson County, Mont.—(CHRONICLE, vol. 58, page 1033, and vol. 59, pages 83 and 341.)—Proposals will be received until April 20, 1895, by the Board of County Commissioners, for the purchase of \$39,000 of 6 per cent 10-20-year bonds. The securities will be issued for the construction of a wagon bridge across the Yellowstone River at Glendive.

Eastchester School District No. 1, N. Y.—A bill has been introduced in the Legislature providing for the issuance of bonds to pay indebtedness.

Elberton, Ga.—(CHRONICLE, vol. 60, page 361.)—Proposals will be received until April 22 by the Council of Elberton for the purchase of 6 per cent 20-year electric-light bonds to the amount of \$12,000. Interest on the loan will be payable semi-annually on January 1 and July 1. These bonds were voted unanimously at an election held March 18.

Essex County, N. J.—(CHRONICLE, vol. 59, pages 163 and 345, and vol. 60, pages 313 and 445.)—The people of Essex County will vote April 9 on the question of issuing bonds from time to time for park improvements. A law to this effect was recently passed by the Legislature authorizing bonds to an amount not exceeding \$2,500,000, the law not to be put in operation, however, unless adopted by the people at a general election.

Fall River, Mass.—(CHRONICLE, vol. 59, pages 40, 633, 709, 751 and 805, and vol. 60, pages 142, 188, 231, 313 and 362.)—It is reported that this city recently sold bonds from the sinking fund as follows:

	Price.
Funding 5s, \$42,000, due May, 1898.....	107 65
Water 4s, \$20,000, due August, 1900.....	101 56
Water 5s, \$27,000, due May, 1903.....	114 55
Water 5s, \$20,000, due February, 1909.....	115 55

The loans were awarded to Brewster, Cobb & Estabrook, with the exception of the 4 per cent water bonds, which were awarded to R. L. Day & Co.

Flushing, Mich.—(CHRONICLE, vol. 59, page 1155.)—The people of Flushing will vote March 25 on issuing \$30,000 of water-works and electric-light bonds. C. E. Park, Village Treasurer, states that the loan, if authorized, will probably run from 10 to 20 years.

Forestville, N. Y.—Proposals will be received until April 5, 1895, by the Board of Water Commissioners, for the purchase of \$18,000 of 4 per cent village water bonds. The securities will be dated April 15, 1895, interest will be payable semi-annually, and the bonds will mature July 1, 1915, both principal and interest to be payable at the Merchants' Exchange National Bank, New York City.

Georgia.—(CHRONICLE, vol. 59, page 933.)—Proposals will be received until ten o'clock, A. M., May 1, 1895, at the State Treasury in Atlanta for \$290,000, more or less, of 3½ per cent Georgia bonds, to be dated May 1, 1895, and to mature May 1, 1915. Interest and principal will be payable at the State Treasury in Atlanta and also in New York City. This issue is made for the purpose of taking up the bonds of the North-eastern Railroad, which are endorsed by the State of Georgia. The railroad, which runs from Athens, Ga., to Lula, Ga., a distance of 39.04 miles, will be sold at public auction on April 16.

Full particulars regarding the issue of the State bonds and the terms of their sale will be found in an advertisement elsewhere in this Department.

Greenport (L. I.) N. Y.—The village of Greenport has authorized the issuance of 4 per cent 30-year bonds to the amount of \$50,000 for the purpose of purchasing the works of the Greenport Water Company.

Hamilton County, Tenn.—(CHRONICLE, vol. 58, page 631, and vol. 60, page 445.)—Funding bonds of this county from \$100,000 to \$125,000 are to be issued April 1, 1895. They will bear interest at the rate of 5 per cent, payable semi-annually in April and October at New York, and will mature April 1, 1905.

The county's debt is at present \$200,000. Its assessed valuation for 1894 (which is one-third of actual value) was \$20,000,000; total tax (per \$1,000), \$10.

Havensville, Kan.—(CHRONICLE, vol. 60, page 446.)—The people of this city will vote April 1 on issuing \$2,500 of water-works bonds. The loan, if authorized, will run 10 years and will bear interest at the rate of 6, 7 or 8 per cent.

Hicksville, Ohio.—The people of this municipality will soon vote on issuing \$10,000 of water-works extension bonds.

Hillsboro County, N. H.—It is reported that this county has sold \$120,000 of bonds to George A. Fernald & Co. at 104-7/8. Seven bids in all were received for the bonds. They bear interest at the rate of 4 per cent and run for 20 years.

Hudson, Mich.—An election will be held at Hudson to vote on issuing \$6,000 of water-works extension bonds.

Indiana.—(CHRONICLE, vol. 59, page 1071, and vol. 60, page 446.)—Proposals will be received until to-day at 3 o'clock P. M. by State Treasurer F. J. Scholz, for the purchase of \$585,000 3½ per cent refunding bonds. The securities will be dated April 1, 1895, interest will be payable semi-annually on April 1 and October 1, at the fiscal agency in New York City, and the principal will mature April 1, 1915, with option of call after April 1, 1910.

Another issue of similar securities, amounting to \$500,000, will be offered for sale about the first of May.

Ithaca, N. Y.—(CHRONICLE, vol. 60, page 446.)—An ordinance has been introduced in the Legislature authorizing the Common Council of Ithaca to issue \$20,000 of bridge bonds.

Jamaica Union Free School District No. 2, N. Y.—(CHRONICLE, vol. 59, pages 84, 164 and 486.)—Proposals will be received until March 27, 1895, by William Nagle, Clerk of the Board of Education, Hollis, N. Y., for the purchase of \$20,000 of 5 per cent gold bonds. Interest will be payable semi-annually. The district has at present no bonded indebtedness and its assessed valuation is about \$490,000.

Johnson City, Tenn.—Johnson City bonds to the amount of \$75,000, issued to the Charleston Cincinnati & Chicago Railroad Company, have been declared invalid by the Tennessee courts. The town's claim was that the bonds did not conform to the statutes governing their issue and that the railroad company had failed to comply with the terms of its contract with the town.

Lansing, Mich.—(CHRONICLE, vol. 58, pages 832 and 1046; vol. 59, pages 300, 344, 334, 1069 and 1155, and vol. 60, page 491.)—It is reported that on March 18 the city of Lansing sold \$48,000 of 5 per cent 1 to 10 year school bonds to Messrs. Blair & Co.

Livermore, Iowa.—Bonds of this municipality have been voted for water-works.

Lockport, N. Y.—An election will probably be held at Lockport to vote on issuing \$25,000 of bonds for an electric-light plant.

Louisville, Ky.—(CHRONICLE, vol. 59, pages 245, 341, 572, 710, 751, 805, 846 and 890.)—The validity of \$500,000 of 4 per cent refunding gold bonds of the city of Louisville has been sustained by the Court of Appeals.

Lyndonville, Vt.—(CHRONICLE, vol. 59, page 1069.)—Proposals will be received until April 10, 1895, by A. D. Paige, Secretary of Board of Water Commissioners, for the purchase of \$40,000 of 4 per cent 15-30-year village water bonds. The sale will take effect and bonds will be delivered May 1, 1895, at the office of the Village Treasurer.

Macon, Ga.—(CHRONICLE, vol. 58, page 1047, and vol. 60, page 93.)—We are notified by A. R. Tinsley, City Treasurer, that an election to vote on issuing \$130,000 of public improvement bonds of Macon will be held April 11, but that it is the opinion of many that a sufficient number of votes will not be cast to authorize the issue.

Malden, Mass.—(CHRONICLE, vol. 58, pages 611, 692, 744 and 787, and vol. 59, pages 201, 245, 344 and 385.)—Sewer bonds to the amount of \$150,000 have been voted by the Board of Aldermen.

Millersburg, Ohio.—An election will be held April 1 to vote on issuing \$20,000 of bonds for water-works.

Montana.—(CHRONICLE, vol. 60, page 145.)—Proposals will be received until April 2, 1895, by F. W. Wright, State Treasurer, for the purchase of \$100,000 of 6 per cent 10-25-year State Agricultural College bonds and \$50,000 of 6 per cent 10-25-year State Normal School bonds.

Montpelier, Ohio.—The citizens of Montpelier will soon vote on issuing \$33,000 of water-works and electric-light bonds.

Nebraska City, Neb.—(CHRONICLE, vol. 60, page 446.)—H. H. Bartling, Mayor, writes the CHRONICLE that Nebraska City will issue \$200,000 of 6 per cent refunding bonds.

New York City.—(CHRONICLE, vol. 58, pages 691, 692, 745, 787, 1046, 1120; vol. 59, pages 39, 84, 617, 710, 805, 847, and vol. 60, pages 188, 232, 268, 314 and 401.)—The City Comptroller, Ashbel P. Fitch is, advertising \$1,584,371 of 3 per cent bonds,

both principal and interest to be payable in gold coin. Proposals will be received until April 3, 1895. The securities are issued for Mulberry Bend Park. They are to mature Nov. 1, 1924, and are exempt from city and county tax, but not from State taxation.

Ontario, Cal.—It is reported that Ontario has recently sold bonds for water-works.

Portland, Ore.—(CHRONICLE, vol. 58, page 745, and vol. 59, pages 126, 246, 526, 664, 710, 979 and 1156, and vol. 60, page 492.)—Bids will be received until April 8 by J. V. Beach, Clerk of the Bridge Committee of the city of Portland, for \$200,000 of bridge bonds, or so much of the issue as the Bridge Committee shall elect to issue and dispose of. The securities will bear 5 per cent interest, payable April 1 and October 1. They will be dated April 1, 1895, and mature April 1, 1925. Both principal and interest will be payable in gold at the office of the City Treasurer.

Further particulars regarding the nature of the issue and the requirements with reference to bids will be found in an advertisement elsewhere in this Department.

Pottawatomie County, Iowa.—Proposals will be received until April 5 for the purchase of \$70,000 of 4½ per cent county bonds.

Richmond, Mich.—J. P. Cooper, Village Treasurer, reports to the CHRONICLE that an election held at Richmond, March 12, to vote on issuing \$15,000 of water-works bonds, resulted in favor of the proposition. The date of sale and details of the loan have not as yet been determined.

South Dakota.—(CHRONICLE, vol. 60, page 446.)—State Treasurer Kirk G. Phillips notifies the CHRONICLE that under authority of an act approved March 11, 1895, he will issue bonds to the amount of \$93,000, running ten years, bearing interest at the rate of 3½ per cent, interest and principal payable in New York. The denomination of bonds may be decided by the purchaser, but in no case will they be issued for less than \$500 each. The proceeds of the sale of the issue will be applied to the payment of the deficiency in the permanent interest and income funds of the State, occasioned by the default of W. W. Taylor, late Treasurer of the State. The act providing for the issuance of these bonds is in accordance with section 13 of article 8 of the Constitution of the State, which provides that in the case of the loss of the school funds of the State, the State shall maintain the same intact, and the indebtedness thus incurred shall not be considered as a part of the State indebtedness, which is subject to the laws of debt limitation. The act further provides that the State Board of Assessment and Equalization shall levy a tax annually sufficient to meet the interest upon the bonds, and to provide for the payment of the principal upon maturity.

The State Treasurer also proposes to issue refunding bonds to the amount of \$62,000 for the payment of bonds issued November 20, 1883, December 1, 1883, and May 1, 1883. These old bonds were five and sixes, maturing in twenty years and optional after ten years; and the Treasurer intends to refund them with bonds bearing interest at the rate of 3½ per cent, running twenty years, interest to be payable semi-annually (January 1 and July 1) in New York.

The State has never defaulted on any of its obligations. Six per cent warrants to the amount of \$225,000, \$125,000 maturing April 1, 1896, and \$100,000 April 1, 1897, have recently been sold to the Illinois Trust & Savings Bank and Mason, Lewis & Co.

South Whitley, Ind.—Bonds of this town to the amount of \$15,000 have been voted for water-works.

Springfield, Mass.—(CHRONICLE, vol. 58, pages 916 and 957, vol. 59, page 1157, and vol. 60, pages 232 and 259.)—This city has awarded a \$250,000 loan, running eight months, to Messrs. Brown Bros. & Co. at 3-7/8 per cent discount.

St. Mary's County, Md.—The Commissioners of this county will offer at public sale on April 16 two bonds for \$1,000 each, dated July 1, 1894, and running 15 years, the purchaser to pay accrued interest from Jan. 1, 1895.

Syracuse, N. Y.—(CHRONICLE, vol. 58, page 1048, vol. 59, page 488, and vol. 60, pages 183, 269 and 318.)—This city has been authorized by the Legislature to issue \$500,000 of water-works bonds.

Tecumseh, Neb.—Proposals will be received until April 1, 1895, for the purchase of \$7,500 of 6 per cent bonds, the loan to run 20 years, with an option of call in 10 years. Interest will be payable annually.

Troy, N. Y.—(CHRONICLE, vol. 59, pages 617 and 634, and vol. 60, pages 95, 315 and 446.)—This city has petitioned the Legislature for authority to issue \$80,000 of additional paving bonds.

Vermillion, Ohio.—The people of Vermillion will vote April 1 on issuing \$20,000 of water-works bonds.

Wapakoneta, Ohio.—(CHRONICLE, vol. 59, pages 752, 891 and 1070, and vol. 60, pages 232 and 333.)—On March 12, 1895 the village of Wapakoneta sold \$50,000 of 5 per cent water works bonds, maturing from 1900 to 1916, to Rudolph Kleybolte & Co., of Cincinnati.

West Pittston, Pa.—Bids will be received until March by O. C. Foster, President of the West Pittston Borough

Council, for \$24,000 of 4 per cent borough sewer bonds. The securities will mature March 1, 1925, but will be redeemable at the rate of \$4,000 every fifth year from March 1, 1900, to March 1, 1925, both dates inclusive. Interest coupons will be payable semi-annually at the Miners' Savings Bank of Pittston, Pa. The total debt of West Pittston, including this issue, is \$41,000. The assessed valuation is about \$700,000, and the estimated actual value of property \$2,821,541.

An advertisement elsewhere in this Department gives further particulars regarding the sale of the proposed issue.

STATE AND CITY DEBT CHANGES.

We subjoin reports as to municipal debts received since the last publication of our STATE AND CITY SUPPLEMENT. Some of these reports are wholly new and others cover items of information additional to those given in the SUPPLEMENT and of interest to investors.

Brooklyn, N. Y.—Charles A. Schieren, Mayor. The following statement of Brooklyn's debt, assessed valuation, etc., has been corrected by means of a special report to the CHRONICLE from City Comptroller George W. Palmer.

The city covers most of the area of Kings County, and it is therefore indirectly responsible for the county's debt.

LOANS—		Interest—	Principal—	
NAME AND PURPOSE.	Rate.	Payable.	When Due.	Outstand'g.
Arrears 10-10s.	4	J & J	July 1, 1923	\$1,650,000
do 10-10s.	3½	J & J	July 1, 1924	700,000
Subject to call.				
do county taxes.	4	J & J	July 1, 1924	549,000
Asphalt repaving bonds.	4	J & J	July 1, 1895	37,000
do do	4	J & J	July 1, 1905	43,000
do do	3	J & J	July 1, 1895	20,000
BRIDGE BONDS—				
Brooklyn City bonds for completion of bridge.	7	J & J	July 1, 1905	405,000
do do	7	J & J	July 1, 1906	400,000
do do	7	J & J	July 1, 1907	345,000
do do	7	J & J	July 1, 1908	100,000
do do	6	J & J	July 1, 1909	260,000
do do	6	J & J	July 1, 1910	400,000
do do	6	J & J	July 1, 1911	440,000
do do	6	J & J	July 1, 1912	400,000
do do	6	J & J	July 1, 1914	350,000
do do	6	J & J	July 1, 1916	300,000
do do	5	J & J	July 1, 1917	500,000
do do	5	J & J	July 1, 1918	250,000
do do	5	J & J	July 1, 1919	810,000
do do	5	J & J	July 1, 1920	319,000
do do	4	J & J	July 1, 1921	371,000
do do	4	J & J	July 1, 1922	400,000
do do	4	J & J	July 1, 1923	200,000
do do	4	J & J	Jan. 1, 1925	257,000
do do	4	J & J	July 1, 1927	500,000
do do	4	J & J	July 1, 1928	356,000
New York Bridge	7	J & J	July 1, 1900	50,000
do do	7	J & J	July 1, 1901-'04	400,000
do do	7	J & J	July 1, 1905	71,000
do do	7	J & J	July 1, 1906	128,000
do do	7	J & J	July 1, 1907	101,000
do do	7	J & J	July 1, 1908	50,000
do do	7	J & J	July 1, 1909	100,000
do do	7	J & J	July 1, 1910	100,000
do do	7	J & J	July 1, 1911	50,000
do do	7	J & J	July 1, 1912-'16	500,000
do do	7	J & J	July 1, 1917	91,000
do do	7	J & J	July 1, 1918	105,000
do do	7	J & J	July 1, 1919	191,000
do do	7	J & J	July 1, 1920	200,000
do do	7	J & J	July 1, 1921	181,000
do do	7	J & J	July 1, 1922	154,000
do do	7	J & J	July 1, 1924	65,000
do Terminal improv'ts.	3	J & J	Jan. 1, 1922-'25	360,000
Of this loan \$60,000 is in the sinking fund.				
do do	3½	J & J	July 1, 1922	40,000
do do	3½	J & J	Jan. 1, 1926-'31	600,000
do Approach.	3½	J & J	Jan. 1, 1923-'27	982,000
Of this loan \$82,000 is in the sinking fund.				
do do	3½	J & J	July 1, 1923-'27	500,000
do do	4	J & J	July 1, 1925-'27	275,000
IMPROVEMENT BONDS.—Various purposes.				
Fourth avenue impts.	7	J & J	July 2, 1895	7,000
do do	6	J & J	July 2, 1895	10,000
No. Second St. Impr'm't.	4	J & J	Jan. 1, 1896	50,000
Local improvement.	4	J & J	1920 to 1921	108,000
do do	3	-----	{Feb. 13, 1904-'16}	1,300,000
do do fund.	3	-----	{Jan. 1, 1916-'24}	900,000
Of this loan \$500,000 is in the sinking fund.				
do do	3½	J & J	1918 to 1921	340,000
do do	3	J & J	1921	7,000
do do	4	J & J	Jan. 1, 1920-'22	300,000
Eighth ward improv't.	3	J & J	July 1, 1905-'10	600,000
do do	3	J & J	July 1, 1911	50,000
School improvement.	3	J & J	Jan. 21, 1917-'20	400,000
do do	3	J & J	{Jan. 1, 1916-'23}	800,000
Museum Arts & Sciences.	3	J & J	{Jan. 1, 1912-'18}	8,000
PARK BONDS—				
East Side Park.	4	J & J	Jan. 1, 1914	50,000
Prospect Park.	7	J & J	July 1, 1915	6,561,000
do do	7	J & J	July 1, 1916	134,000
do do	7	J & J	Jan. 1, 1917	500,000
do do	7	J & J	Jan. 1, 1918	410,000
do do	6	J & J	July 1, 1924	1,092,000
Park purchase bonds.	3	J & J	Jan. 1, 1912-'18	650,000
Of this loan \$301,000 is in the sinking fund.				
Park improvement.	4	J & J	Jan. 1, 1909-'10	100,000

LOANS—		Interest—	Principal—	
NAME AND PURPOSE.	Rate.	Payable.	When Due.	Outstand'g.
SEWER BONDS AND CERTIFICATES OF DEBT:				
Sewerage fund.	4	J & J	1896-'97	\$275,000
do	3	J & J	1895	\$1,394,000
do Knick Av. se'r	3½	J & J	{July 2, '95, to 1905}	314,000
do do	3	J & J	{Jan. 1, 1906 & '07}	\$1,49,161
Main sewer relief, etc.	3	J & J	July 1, 1908	\$1,590,000
do do	3	J & J	July 1, 1922	\$1,117,000
do do	3	J & J	{July 1, 1923, to '26}	400,000
do do	3½	J & J	{Jan. 1, 1908 to 1927}	643,000
do do	4	J & J	1931 & 1932	200,000
Twenty-sixth and adja-	3	J & J	Jan. 1, 1914	149,000
cent wards.	3½	J & J	1915-'16	200,000
do do	4	J & J	1917-'18	150,000
do do	4	J & J	1919-'23	500,000

SITE AND BUILDING LOANS:

Fourth Precinct station.	3	J & J	{Jan. 1, '95, to 1903}	\$1,45,000
Municipal site.	3	J & J	{July 1, 1914 & 1915}	\$1,265,000
Public market.	3	J & J	Jan. 1, 1917	250,000
do do	3	J & J	Jan. 1, 1918	250,000
do do	3	J & J	Jan. 1, 1919	250,000
do do	4	J & J	Jan. 1, 1920, to '23	1,200,000
Public site and const'n	3	J & J	{July 1, 1920, to '24}	500,000
Of this loan \$370,000 is in sinking fund.				
School building.	3	J & J	1917-1921	266,000
do do	3½	J & J	Jan. 1, 1918	100,000
do do	3½	J & J	Jan. 1, 1919	100,000
do do	3½	J & J	Jan. 1, 1920	100,000
do do	4	J & J	Jan. 1, 1920 to '22	250,000
Sold'rs' and sail'rs' mon't	3	J & J	1894 to 1905	\$1,190,000
do do	4	J & J	Part yearly	100,000
Station house.	4	J & J	June, 1925	50,000

TAX CERTIFICATES—

Tax certificates.	3½	J & J	1895	1,200,000
do do laws '91.	4	J & J	1896	79,361

WATER BONDS—

Water bonds.....	7	J & J	Jan. 1, 1904	287,000	
do do.....	7	J & J	Jan. 1, 1906	60,000	
do do.....	7	J & J	Jan. 1, 1909	87,000	
do do.....	7	J & J	July 1, 1909	100,000	
do do.....	7	J & J	Jan. 1, 1910	341,000	
do do.....	7	J & J	July 1, 1910	97,000	
do do.....	7	J & J	July 1, 1912	97,000	
do do.....	6	J & J	July 1, 1896	1,429,000	
do do.....	6	J & J	July 1, 1899	2,715,000	
do do.....	6	J & J	Jan. 1, 1902	1,229,000	
do do.....	6	J & J	Jan. 1, 1904	260,000	
do do.....	6	J & J	Jan. 1, 1906	30,000	
do do.....	6	J & J	Jan. 1, 1907	445,000	
do do.....	6	J & J	Jan. 1, 1909	100,000	
do do.....	4	J & J	1910 to 1914	4,094,000	
do do.....	1892	3½	J & J	Jan. 1, 1911	400,000
do do.....	1892	3½	J & J	Jan. 1, 1912	1,500,000
do do.....	3	J & J	1913	30,000	
do do.....	3	J & J	1905 to 1913	2,645,000	

PAR VALUE.—Brooklyn's bonds are nearly all for \$1,000.

TAX FREE.—Loans which are exempt from taxation have a paragraph mark (¶) added to the title of the loan. The school building bonds are exempt from local tax only.

INTEREST.—Interest on registered bonds is paid at the office of City Treasurer in the City Hall, Brooklyn. Coupon interest is payable at the Nassau National Bank of Brooklyn.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Brooklyn's total debt, and the sinking fund held by the city against the same, on each of the dates named.

	Jan. 1, 1895.	Jan. 1, 1894.	Jan. 1, 1893.
Ordinary debt.	\$35,207,161	\$32,932,844	\$32,818,005
Water debt.	15,916,000	15,316,000	14,566,000
Temporary debt.	2,229,361	1,324,000	1,066,000
Tax certificates.	1,200,000	3,100,000	2,700,000

Total debt.	\$54,582,522	\$52,972,844	\$51,150,005
Sinking funds.	4,473,522	4,938,629	4,636,894

Net debt on Jan. 1. \$50,109,000 \$48,034,215 \$46,513,111
Kings Co. debt, separate from that of Brooklyn, on Feb. 15, 1895, was \$7,669,216.

SINKING FUND.—The sinking fund is invested in the city's own bonds, those issues marked with "s. f." in the table above being held entirely by this fund. Aside from the city bonds held by the sinking fund to the amount of \$4,473,522 the fund holds cash to the amount of \$977,863, which is not deducted in figuring the net debt as given in the above table.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows. Improved real estate in this city is assessed at about 70 per cent of its actual value, and unimproved real estate at about 50 per cent.

Years.	Real.	Assessed Valuation.	Total.	Rate of Tax per \$1,000.
1894.	\$25,762,827	\$16,441,253	\$52,204,080	\$28-50
1893.	486,531,506	19,524,170	506,055,676	28-50
1892.	467,112,382	16,615,947	483,728,329	27-70
1891.	448,802,470	18,111,779	466,914,249	25-67

POPULATION.—In 1890 population was 806,343; in 1880 it was 566,653; in 1870 it was 396,099. In 1895 (estimated) 1,008,000.

Long Island City.—(CHRONICLE, vol. 58, page 833; vol. 59, pages 936 and 978, and vol. 60, pages 351 and 491)—Horatio S. Sanford, Mayor; Lucien Kaapp, Treasurer. We give below our statement of Long Island City's debt, valuation, &c., which has been corrected by means of latest official returns.

In his annual message to the Common Council this year Mayor Sanford maintained that the city debt was not within half a million dollars of the Constitutional limitation. The bonds in the following table, to the amount of \$1,867,500, he claims, are practically special assessment bonds, and should therefore be deducted from the total bonded debt in figuring the city's borrowing power.

General improvement bonds.....	\$316,000
Portion of Vernon and Jackson avenues and Boulevard im-	
provement bonds, \$573,500.....	313,000
Revenue bonds.....	635,000
Water bonds.....	373,500

Total.....\$1,567,500

"This amount," says the Mayor, "deducted from the total bond issue of \$3,033,500, would leave \$1,163,000 as the general bonded indebtedness, or in other words indebtedness that can be liquidated only by direct taxation; consequently we are not within half a million dollars of the Constitutional limitation of 10 per cent of the assessed valuation, notwithstanding the allegations to the contrary."

OUTSTANDING BONDS IN DETAIL.

NAME AND PURPOSE	Rate.	Payable.	When Due.	Outstanding.
Newtown funded debt.....	7	F & A	Feb. 1, 1896-1901	\$101,500
do (refunded).....	7	F & A	Feb. 1, 1908-1911	61,000
do do.....	6	F & A	Feb. 1, 1913-1919	112,500
do do.....	4	F & A	Feb. 1, 1920	16,000
Water loan (funded).....	7	M & S	Sept. 1, 1895-1904	190,000
do (refunded).....	6	A & O	Oct. 1, 1911-1914	47,000
do do.....	5	M & S	Sept. 1, 1918-1919	37,500
do do 1890.....	4	M & S	Sept. 1, 1920	45,000
do do 1890.....	3 1/2	M & S	May 1, 1920	21,500
Fire department bonds.....	7	M & S	Sept. 1, 1902	20,000
do do.....	4 1/2			35,000
Survey and map bonds.....	7	J & J	July 1, 1895	24,000
do (refunded).....	5	J & J	July 1, 1918-1919	40,500
do do.....	5	J & J	July 1, 1921	9,000
Public school bonds.....	4 1/2	M & S	1912	220,000
do do.....	4 1/2	M & S	1912	94,500
Engine house bonds, 1889.....	5	J & D	June 1, 1900	16,000
Funded debt bonds.....	4 1/2	A & O	1913	79,000
Station-house bonds.....	5			35,000
Gen. improv. bonds, 1894.....	4 1/2	A & O	Apr. 1, 1899	69,000
do do.....	4 1/2	M & N	May 1, 1899	31,000
do do.....	4 1/2	M & S	Sept. 1, 1899	145,500
do do.....	4 1/2	M & S	Sept. 1, 1905	41,000
do do.....	4 1/2	M & S	Sept. 1, 1906	31,500

LOANS—		—Interest—		—Principal—	
NAME AND PURPOSE.		Rate.	Payable.	When Due.	Outstanding.
Gen. improv. bonds ..	1894	4½	M & S	Sept. 1, 1909	\$35,500
do do ..	1894	4½	M & S	Sept. 1, 1914	22,000
Street improvement bonds ..	4½	M & N		May 1911	51,000
do do ..	1893	4½	M & N	{ Nov. 1, '98—1902 }	407,500
do do ..	1893	4½	M & N	{ \$41,500 due yearly }	
Revenue bonds ..	1886	6	J & J	March 1, 1913	115,000
do ..	1887	5	M & N	July 1, 1896	44,500
do ..	1888	5	M & N	May 1, 1897	16,500
do ..	1888	5	M & N	May 1, 1898	39,000
do ..	1883	5		1903	107,000
do ..	1889	4½	M & N	Nov. 1, 1899	29,500
do ..	1892	4½	J & J	July 1, 1902	80,000
do (refunded) ..	90	4½	J & D	Dec. 1, 1899	53,000
do do ..	90	4	M & N	May 1, 1910	77,000
do do ..	93	4½		1903	50,000
do do ..	94	4½			50,000
do do ..	94	4½	A & O	Apr. 1, 1904	10,000
do do ..	90	4	J & D	June 1, 1900	28,500
do do ..	91	5	M & S	Sept. 1, 1901	50,000

(c) The 7 per cent survey and map bonds are registered and all held by savings banks. All other issues are coupon bonds.

The principal and interest of the revenue bonds are payable from the outstanding taxes and water rents.

PAR VALUE OF BONDS.—Bonds are in \$1,000 and \$500 pieces. INTEREST is payable at the Queens County Bank of Long Island City.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Long Island City's total bonded debt and the sinking fund held by the city against the same on each of the dates indicated.

	Jan. 1, 1895.	Jan. 1, 1894.	Feb. 1, 1892.
Total bonded debt.....	\$3,033,500	\$2,347,500	\$1,807,500
Sinking fund, etc.....		46,295	194,077
Net debt.....		\$2,301,205	\$1,613,423

Water debt (included above).....\$373,500 \$360,000 \$375,000

The sinking fund receives yearly no stated amount, but whatever money is received by the Treasurer and not otherwise appropriated.

WATER WORKS.—The water works owned by the city are self-sustaining.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows:

Years—	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per \$1,000.
1891.....			\$16,717,677	
1893.....			16,614,892	\$36.00
1892.....	\$15,375,722	\$188,000	15,563,722	

POPULATION.—In 1890 population was 39,506; in 1880 it was 17,129. State census 1892, 35,000. The population in 1895, according to local estimate, is 40,000.

NEW LOANS.

PROPOSALS FOR

State of Georgia 3 1/2 Per Cent
20-Year Bonds.

EXECUTIVE DEPARTMENT, STATE OF GEORGIA,
ATLANTA, March 14th, 1895.

By authority and in pursuance of an Act of the General Assembly of the State of Georgia entitled, "An Act to provide for the sale of the Northeastern Railroad; to make provision for the discharge of the liability of the State on the bonds of said Railroad Company, and for this purpose to authorize the issue of bonds of the State, the par value of which shall be equal to the amount of the State's liability by reason of its endorsement upon the bonds of said Company; to authorize the exchange of said State bonds with the holders of said endorsed bonds and to provide for the sale of so many of the said State bonds as may be necessary to pay such of the endorsed bonds as shall not be thus exchanged and of all accrued interest on said endorsed bonds, and for other purposes." Approved December 18th, 1894.

Bids will be received at the Treasury of the State in the City of Atlanta, Georgia, until ten o'clock A. M. on Wednesday, the first day of May, 1895, for—A series of the bonds of the State of Georgia, to pay the principal and accrued interest of the Northeastern Railroad bonds endorsed by the State. Said principal and interest amounting to two hundred and ninety thousand (\$290,000) dollars, more or less. The number of bonds issued being determined by the cash payment made by the purchaser of the Northeastern Railroad at the sale thereof on April 16th prox. at Athens, Georgia. Said bonds shall be of the denomination of five hundred dollars each, and shall be dated May 1st, 1895, and twenty years the date, and shall bear interest three and one half per cent per annum, and shall be payable, both principal and interest, at the office of the Treasury of the State in the City of Atlanta, Georgia, and also in the City of New York, at such a bank as the Governor may elect. To each of said bonds coupons will be attached for the interest due on said bonds, which will be paid semi-annually on the first day of May and November of each year. All of said bonds to be delivered and paid for at the Treasury of the State or at the fiscal agency of the State as the Governor and Treasurer may elect on the first day of May, 1895, or as soon as the bonds are delivered to the purchaser. Said bonds will be non-taxable by any authority whatsoever in this State. All bids must be accompanied by a deposit of ten thousand dollars, to be made with the Treasurer of the State, which deposit is made as a guarantee that the successful bidder will fully carry out his contract as set forth in his bid made to the Treasurer as above set forth. Said deposit may be made in a check for that amount certified by a solvent bank approved by the Treasurer. The right is hereby reserved to reject any and all bids and under a provision of the Act authorizing the sale no bid will be received at a price less than par, nor will any bid be received with any provision or condition other than that called for in the advertisement.

W. Y. ATKINSON, Governor.
R. W. HARDEMAN, Treasurer of Georgia.

James N. Brown & Co.,
BANKERS,

62 Cedar Street, NEW YORK.

MUNICIPAL, COUNTY, SCHOOL AND
TOWNSHIP BONDS
BOUGHT AND SOLD.

NEW LOANS.

CITY OF BOSTON.

PROPOSALS FOR

\$1,000,000 Rapid Transit
40-Year 4% Loan.

PAYABLE APRIL 1, 1935.

TREASURY DEPARTMENT,
OFFICE OF THE CITY TREASURER,

CITY HALL, BOSTON, MASS., March 16, 1895.

In pursuance of the authority given by Chapter 548, Acts of the Massachusetts Legislature, the undersigned will receive proposals until 12 o'clock M., Wednesday, March 27, 1895, for the whole or any part of the following loan:

Rapid Transit, \$1,000,000. This loan of \$1,000,000 will be issued in Registered Certificates of \$1,000 each, or any multiple thereof, and will be paid April 1, 1935, with interest at the rate of 4 per cent per annum, payable semi-annually, in April and October, at the office of the City Treasurer, Boston. The certificates will bear date of April 1, 1895, and the interest is to commence on the date of issue of the certificates for the same, and to cease at the date they are made payable, April 1, 1935.

Interest for less than one month will be calculated on the basis of 365 days in a year.

Holders of these Certificates, if they so desire, can receive the semi-annual interest through the mail, by check payable to their order.

This loan will be secured by a Sinking Fund providing for the payment of the same at maturity.

Proposals must be sealed and addressed to ALFRED T. TURNER, City Treasurer, Boston, Mass., and opened by the undersigned, in the office of the Mayor, Wednesday, March 27, 1895, at 12 o'clock M. The right is reserved to reject any or all proposals.

ALFRED T. TURNER,
City Treasurer.

\$24,000

Borough of W. Pittston, Pa.,
4% Bonds.

Sealed proposals will be received by the Town Council of the Borough of West Pittston, Pa., until March 28, 1895, at 7 o'clock P. M., for the purchase of \$24,000 four per cent Coupon Sewer Bonds, as follows:

No.	Redeemable	Payable.
1 to 40, \$100	March 1, 1900	\$4,000
41 to 80, 100	" 1905	" 4,000
81 to 120, 100	" 1910	" 4,000
121 to 160, 100	" 1915	" 4,000
161 to 200, 100	" 1920	" 4,000
201 to 240, 100	" 1925	" 4,000

Interest beginning March 1, 1895, and payable semi-annually at Miners' Savings Bank, Pittston, Pa. Real valuation of property, \$2,213,341; assessable valuation, about \$70,000. Total indebtedness, including this issue, \$41,000. Issue authorized by a vote of electors under act of April 30, 1874.

All proposals to be addressed to O. C. FOSTER, President W. Pittston Borough Council, Pittston, Pa.

8% Municipal Warrants

OUR SPECIALTY. Choice State, County and City Issues always on hand. WASHINGTON IMPROVEMENT CO., 31 Equitable Building, Boston.

NEW LOANS.

PROPOSALS FOR

\$200,000

City of Portland, Oregon,
Bridge Bonds.

OFFICE OF THE BRIDGE COMMITTEE,
OF THE CITY OF PORTLAND, OREGON.

Sealed proposals will be received by the Bridge Committee of the City of Portland, until Monday, April 1st, 1895, at twelve o'clock noon, for the purchase of \$200,000, or so much thereof as said Bridge Committee shall elect to issue, of the bonds of said city, in denominations of \$1,000 each, dated April 1, 1895, payable thirty years from date, and bearing interest at the rate of five per cent per annum, payable on the first days of April and October of each year, principal and interest payable in U. S. Gold or Gold Certificates at the office of the Treasurer of said city. Said bonds to be paid for and delivered to the purchaser at the City of Portland, the bidder to pay the accrued interest from April 1st to date of delivery, in addition to the price bid.

These bonds are issued under authority of an act of the Legislative Assembly of the State of Oregon, approved February 21, 1895, and will be issued and delivered with coupons attached for interest from April 1, 1895.

Every bid must be accompanied by an approved certified check on some bank for five per cent of the par value of the amount of the bonds bid for, and the successful bidder will be required to deposit, within forty-eight hours after the award of the contract, an approved certified check on some bank for the balance of said City of Portland for five per cent of the par value of the amount of bonds bid for, payable to the order of the Clerk of the Bridge Committee of said City of Portland, Oregon, as liquidated damages in case the bidder should fail or neglect to take and pay for the bonds according to the terms of the proposal and the contract. The right to reject any and all bids is reserved.

Sealed envelopes containing proposals should be addressed to the undersigned at his office, No. 519 Chamber of Commerce Building, Portland, Oregon, and marked "Proposals for Purchase of Bridge Bonds."

By order of the Bridge Committee,
J. V. BRACIL,
Clerk of the Bridge Committee.

SPECIAL OFFERING.

6 Per Cent

GOLD BONDS.

WRITE FOR PARTICULARS.

Campbell, Wild & Co.,

ANDERSON, IND.

WARRANTS SELECTED WASHINGTON STATE
CITY AND SCHOOL

JNO. P. DORR & CO., Seattle, Wash.

St. Paul, Minn.—Robert A. Smith, Mayor. The following statement has been corrected by means of a special report to the CHRONICLE from J. J. McCurdy, City Comptroller. Certificates of indebtedness to the amount of \$225,000 which were issued last month are included in the table giving detailed description of securities but not in the figures of total debt.

St. Paul is in Ramsey County, and its valuation is only slightly less than the valuation of the entire county. The debt of Ramsey County is reported separate from that of the city, but some of the county bonds have the faith and credit of both county and city pledged for their payment, principal and interest. In the following report of the city debt the first table gives the outstanding bonds in detail and the second table gives details regarding the certificates of indebtedness.

LOANS—		When Due.	LOANS—		When Due.
ABUTMENTS—R.R. CROSSINGS—			BRIDGE LOANS—(Con.)		
4½s. J&J,	\$50,000.	Jan. 1, 1916	4s. M&N,	\$35,000.	May 1, 1920
ALMS AND WORK HOUSE—			CITY INDEBTEDNESS—		
8s. J&J,	\$7,500.	Dec. 1, 1897	8s. M&S	\$10,000.	Mar. 1, 1897
5s. A&O,	25,000.	Apr. 2, 1913	COUNCIL A. C. C. LATIONS—		
5s. M&S,	25,000.	Mar. 1, 1914	4½s. M&N,	\$10,000.	May 2, 1917
4s. F&A,	30,000.	Aug. 1, 1906	COURT HOUSE AND CITY HALL—		
BOARD OF EDUCATION—			5s. J&J,	\$50,000.	Jan. 1, 1915
5s. A&O,	\$50,000.	Apr. 2, 1903	4½s. J&J,	100,000.	Jan. 1, 1916
5s. M&N,	50,000.	May 2, 1915	4½s. M&N,	200,000.	May 2, 1917
4½s. J&J,	50,000.	July 1, 1902	4½s. J&J,	150,000.	July 2, 1918
4½s. F&A,	50,000.	Feb. 1, 1916	FIRE DEPARTMENT—		
4½s. M&N,	150,000.	May 2, 1917	4½s. J&J,	\$50,000.	Jan. 1, 1916
4½s. J&J,	150,000.	Jan. 2, 1918	4½s. M&N,	100,000.	May 2, 1917
4½s. M&N,	100,000.	May 1, 1919	HOSPITAL—		
4½s. J&J,	100,000.	Jan. 15, 1920	4½s. M&N,	\$50,000.	May 2, 1917
BRIDGE LOANS—			4½s. F&A,	50,000.	Aug. 1, 1919
7s. M&S,	\$35,000.	Mar. 15, 1898	LAKE COMO BONDS—		
5s. A&O,	5,000.	Apr. 2, 1908	4½s. M&S,	\$25,000.	Sept. 1, 1921
5s. M&N,	\$200,000.	May 1, 1915	LOCAL IMPROVEMENT—		
4½s. J&J,	100,000.	July 1, 1916	7s. J&J,	\$100,000.	July 1, 1898
4½s. M&N,	214,000.	May 2, 1917	MARKET		
4½s. J&J,	50,000.	Nov. 15, 1917	6s. A&O,	\$40,000.	Apr. 1, 1899
4½s. F&A,	300,000.	July 2, 1918	PAK—		
4½s. F&A,	16,000.	Aug. 1, 1918	7s. J&J,	\$100,000.	July 1, 1903
4s. F&A,	5,000.	Aug. 1, 1906	5s. A&O,	25,000.	Apr. 2, 1913
4s. J&J,	24,000.	June 1, 1907			
4s. J&J,	34,000.	July 1, 1919			
4s. J&J,	250,000.	Jan. 1, 1920			

LOANS—		When Due.	LOANS—		When Due.
PAK—(Con.)			SEWERAGE—(Con.)		
4½s. J&J,	\$25,000.	Jan. 1, 1916	4½s. M&N,	\$200,000.	May 2, 1917
4½s. M&S,	225,000.	Sept. 1, 1917	4½s. J&J,	200,000.	Dec. 1, 1918
4s. M&N,	45,000.	May 1, 1920	4s. F&A,	20,000.	Aug. 1, 1919
RAILROAD AID—			4s. M&N,	150,000.	May 1, 1920
8s. M&S,	\$50,000.	Sept. 1, 1897	4s. F&A,	250,000.	Aug. 1, 1919
6s. M&N,	75,000.	Nov. 21, 1898	STREETS—		
6s. J&J,	50,000.	Dec. 23, 1898	5s. A&O,	\$5,000.	Apr. 1, 1903
6s. J&J,	100,000.	Dec. 15, 1900	5s. A&O,	40,000.	Apr. 2, 1913
6s. A&O,	75,000.	Apr. 1, 1904	5s. F&A,	35,000.	Aug. 1, 1913
5s. F&A,	45,000.	Aug. 1, 1904	4s. J&J,	25,000.	Jan. 1, 1920
REDEMPTION—			WATER—		
7s. A&O,	\$60,000.	Oct. 1, 1895	5s. A&O,	\$500,000.	Apr. 1, 1909
5s. A&O,	22,000.	Apr. 1, 1906	5s. Feb.,	150,000.	Aug. 1, 1913
4s. M&N,	50,000.	May 15, 1920	5s. A&O,	100,000.	Apr. 1, 1914
SEWERAGE—			5s. A&O,	400,000.	Apr. 1, 1915
7s. M&N,	\$100,000.	May 1, 1898	4½s. M&N,	200,000.	May 2, 1917
7s. M&N,	50,000.	Nov. 2, 1899	4½s. M&S,	300,000.	Mar. 1, 1918
7s. M&N,	27,000.	May 1, 1903	4½s. J&J,	100,000.	Jan. 1, 1919
7s. M&S,	500.	Sept. 1, 1903	4½s. J&J,	160,000.	Jan. 1, 1919
7s. J&J,	4,000.	Jan. 1, 1904	4½s. M&N,	100,000.	May 1, 1919
6s. M&S,	3,000.	Nov. 1, 1904	4s. J&J,	350,000.	June 1, 1912
6s. M&N,	9,600.	May 1, 1905	4s. M&N,	100,000.	May 1, 1920
5s. M&S,	35,000.	Mar. 1, 1909	WEST ST. PAUL—		
5s. A&O,	100,000.	Apr. 2, 1908	7s. A&O,	\$13,500.	Apr. 1, 1898
5s. A&O,	200,000.	Apr. 1, 1915	4s. M&N,	45,000.	May 1, 1920
4½s. J&J,	100,000.	July 1, 1916			

DEBT CERTIFICATES.		Interest.	Principal.
NAME AND PURPOSE.		Rate.	Payable.
Liquidating old indebtedness.		6	J & J Sept. 1895
Department funds.		6	various June 15, 1895
Do do		6	J & J July 15, 1895
Do do		6	F & A Aug. 15, 1895
Do do		6	M & N Sept. 15, 1895
Do do		5	June 15, 1896
Total bonded debt (including water bonds).		\$8,392,100	\$8,442,100
Floating debt or certificates of indebtedness.		1,731,000	1,919,000
Total city debt January 1.		\$10,123,100	\$10,361,100
Less sinking funds.		248,500	
Net debt Jan. 1, 1895.		\$9,874,600	\$10,361,100
Water debt included in the above total.		\$2,460,000	\$2,460,000

NEW LOANS.

\$30,000'00

New Whatcom, Wash.,
Gold 5 1-2s.

Dated April 1st, 1893; due April 1st, 1913. Interest April and October 1st, in New York.
True valuation, estimated.....\$12,000,000
Assessed valuation.....6,000,000
Net debt.....200,000
Population, 1890.....4,059
1900.....7,000

New Whatcom is the county-seat of Whatcom County, and the fourth city in size in the State of Washington. It is located upon Bellingham Bay, which affords the finest harbor upon Puget Sound, and is connected by daily boats with Seattle and Tacoma. The Great Northern Railroad and Canadian Pacific Railroad provide New Whatcom with two trans-coastal lines, while the Northern Pacific Railroad is now with in twelve miles of the City. The City has several banks, schools, newspapers, and large mills from which lumber is shipped to California and foreign ports. Constitutional limit, 5 per cent of assessed valuation, exclusive of water-works and sewer debt. The water-works, for which these Bonds are issued, return a revenue to the City after meeting the annual interest charge.

Legality approved by Messrs. STORKEY & THORNDIKE, Boston, Mass. Legal investment for New Hampshire and Rhode Island Savings Banks.

Price, 103 and interest.

German-American Investment Co.,
52 Wall Street, New York.

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City of Brooklyn, N. Y.
City of Denver, Col.
City of Pueblo, Col.
City of Davenport, Iowa.
City of Superior, Wis.
City of Anderson, Ind.
City of Youngstown, Ohio.

Price, description and full list of other Securities on application.

C. H. WHITE & CO.,
BROADWAY, - - NEW YORK.

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Banks.

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15 WALL STREET. - NEW YORK.

W. N. Coler & Co.,

BANKERS.

MUNICIPAL BONDS.

34 NASSAU STREET.

BONDS.

State of Florida Gold 6s.
County of Monroe, N. Y., 3½s.
City of Brooklyn (Ward 30) 5s
City of Mt. Vernon, 4s.

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BANKERS.

2 Wall Street, New York.

W. J. Hayes & Sons,

BANKERS.

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